





Wednesday, 10th July.

BEFORE MR. HAZELAND.

DRUNK AND INCAPABLE.

Chas. Staun, a German marine engineer, was charged with being drunk and incapable. When asked if he admitted the charge he said: "I couldn't say if I was drunk. I had worked the whole night previously and all day yesterday. I was quite physical out."

His Worship—You say you were not drunk?

Defendant—I am very sorry.

His Worship—You must either admit or deny the charge. Do you admit the charge?

Defendant—I admit.

His Worship—Fined \$2, or eight days' hard labour.

CAUSING OBSTRUCTIONS.

There were six cases of causing obstruction, which were punished with the customary fine of \$2 or eight days each.

BEFORE MR. KEMP.

CHERRY RICKSHA-COOLIE.

Sergeant Patterson charged a ricksha-coolie with unlawfully depositing him before completion of his journey.

The Sergeant had engaged the ricksha at Queen's Road Central to take him to Bay View. When he got to Ship Street the coolie stopped and could not be persuaded to go further. His Worship fined him \$5, or fourteen days' labour.

SNATCHING ONE HUNDRED DOLLARS.

One Un Wa was charged with having with two others not in custody, snatched a canvas bag containing \$100 in silver from Lau Tai, a shop-coolie, at No. 327, Queen's Road West. Complainant had been sent out by his master to collect the money. He succeeded in doing so, and placed the coin in a canvas bag and putting the latter under his arm started on his return to his master's shop.

While he was on his way three Chinese came alongside of him. Two pushed against him and defendant, snatching the bag from him, ran away. Complainant raised the hue and cry, and a private watchman stopped the thief with the bag and money in his possession.

Defendant pleaded guilty and received three months' hard labour.

## HONGKONG SANITARY BOARD.

A meeting of the Sanitary Board will be held to-day, Thursday, 11th July, at 4.15 p.m.

ORDERS OF THE DAY.

1. Further Report by the Sanitary Improvements Committee.
2. Report by the Chinese Cemeteries Committee.
3. Reply from Government relative to the removal of plague bodies from the Colony.
4. Reply from Government regarding the erection of eight stalls in Yam-sai Market.
5. Minute reporting the result of Dr. Atkinson and the appointment of Dr. Pearce as Assistant Medical Officer of Health.
6. Reply from Government relative to the erection of buildings in accordance with improved plans.
7. Further correspondence relative to the excessive Chinese infant mortality.
8. Draft Bye-laws relative to disinfection of infected premises.

G. A. WOODCOCK.

Acting Secretary.

AGENDA.

1. Suggestion by the Vice-President relative to nuisances.
2. Suggestion by the Vice-President regarding the Cemeteries at Kowloon City and Sham Shui Po.
3. Correspondence relative to the erection of a mortuary at Kowloon.
4. Report by Mr. F. Brown on the cleansing and fumigation of No. 5 Health District.
5. Correspondence relative to the cleansing of houses in No. 5 Health District.
6. Report of the analysis of the public water supplies.
7. Results of the examination made under "The Sale of Food and Drugs Ordinance."
8. Application for the erection of urinals at the Western Hotel.
9. Minute by the Medical Officer of Health relative to the appointment of rat catchers.
10. Nuisance caused by water-buffaloes.

## SINGAPORE AND THE "MORNING POST."

On the 3rd inst. at the Singapore Municipal Commission the following entertaining discussion took place on the statements of Mr. Knight, corresponding editor of the *Morning Post*, on the occasion of the Royal visit to Singapore.

Mr. Evans asked:—Does the President propose to take any steps to contradict the misstatements of Mr. Knight of the *Morning Post* and re-publish in the local Press?

The President said he had not as yet thought of taking any notice of the contribution by Mr. Knight of the *Morning Post*, but if the Commission desired it he would do so. There were a good many misstatements in the contribution.

Mr. Wee Thean Taw was of opinion that the article should be left for the local Press. As a Commission they should not take any notice of it, but treat it with contempt.

Mr. Jago favoured the sending of a contradiction to another paper—the *Daily Mail* for instance. They would be only too glad of it.

Mr. Evans—I wouldn't do that. I merely asked the question as it is a pity that such absolute misstatements should be allowed to be circulated throughout the Empire by a paper of the class of the *Morning Post*, without some person in authority contradicting such misstatements flatly, by simply stating they were not so. Whether the Government proposed to do so or not he could not say.

The President—If it could be done through the Colonial Office it would be better.

Mr. Evans said he would be satisfied if the President would take the matter into consideration.

The President said he would enquire into the matter, and see if Government intend to take any steps.

Mr. Cusack said he did not think Mr. Knight had seen the letter sent by the Duke approving of the arrangements.

Mr. Jago—I think some of your brave men must have hustled him.

Mr. Evans—I think some of your brave men must have hustled him.

Mr. Evans—I think some of your brave men must have hustled him.

Mr. Evans—I think some of your brave men must have hustled him.

Mr. Evans—I think some of your brave men must have hustled him.

Mr. Evans—I think some of your brave men must have hustled him.

Mr. Evans—I think some of your brave men must have hustled him.

Mr. Evans—I think some of your brave men must have hustled him.

Mr. Evans—I think some of your brave men must have hustled him.

Mr. Evans—I think some of your brave men must have hustled him.

Mr. Evans—I think some of your brave men must have hustled him.

Mr. Evans—I think some of your brave men must have hustled him.

Mr. Evans—I think some of your brave men must have hustled him.

Mr. Evans—I think some of your brave men must have hustled him.

Mr. Evans—I think some of your brave men must have hustled him.

Mr. Evans—I think some of your brave men must have hustled him.

Mr. Evans—I think some of your brave men must have hustled him.

Mr. Evans—I think some of your brave men must have hustled him.

Mr. Evans—I think some of your brave men must have hustled him.

Mr. Evans—I think some of your brave men must have hustled him.

Mr. Evans—I think some of your brave men must have hustled him.

Mr. Evans—I think some of your brave men must have hustled him.

Mr. Evans—I think some of your brave men must have hustled him.

Mr. Evans—I think some of your brave men must have hustled him.

Mr. Evans—I think some of your brave men must have hustled him.

Mr. Evans—I think some of your brave men must have hustled him.

Mr. Evans—I think some of your brave men must have hustled him.

Mr. Evans—I think some of your brave men must have hustled him.

Mr. Evans—I think some of your brave men must have hustled him.

Mr. Evans—I think some of your brave men must have hustled him.

Mr. Evans—I think some of your brave men must have hustled him.

Mr. Evans—I think some of your brave men must have hustled him.

Mr. Evans—I think some of your brave men must have hustled him.

Mr. Evans—I think some of your brave men must have hustled him.

Mr. Evans—I think some of your brave men must have hustled him.

Mr. Evans—I think some of your brave men must have hustled him.

Mr. Evans—I think some of your brave men must have hustled him.

Mr. Evans—I think some of your brave men must have hustled him.

Mr. Evans—I think some of your brave men must have hustled him.

Mr. Evans—I think some of your brave men must have hustled him.

Mr. Evans—I think some of your brave men must have hustled him.

Mr. Evans—I think some of your brave men must have hustled him.

Mr. Evans—I think some of your brave men must have hustled him.

Mr. Evans—I think some of your brave men must have hustled him.

Mr. Evans—I think some of your brave men must have hustled him.

Mr. Evans—I think some of your brave men must have hustled him.

Mr. Evans—I think some of your brave men must have hustled him.

Mr. Evans—I think some of your brave men must have hustled him.

Mr. Evans—I think some of your brave men must have hustled him.

Mr. Evans—I think some of your brave men must have hustled him.

Mr. Evans—I think some of your brave men must have hustled him.

Mr. Evans—I think some of your brave men must have hustled him.

Mr. Evans—I think some of your brave men must have hustled him.

Mr. Evans—I think some of your brave men must have hustled him.

Mr. Evans—I think some of your brave men must have hustled him.

Mr. Evans—I think some of your brave men must have hustled him.

Mr. Evans—I think some of your brave men must have hustled him.

Mr. Evans—I think some of your brave men must have hustled him.

Mr. Evans—I think some of your brave men must have hustled him.

Mr. Evans—I think some of your brave men must have hustled him.

Mr. Evans—I think some of your brave men must have hustled him.

Mr. Evans—I think some of your brave men must have hustled him.

Mr. Evans—I think some of your brave men must have hustled him.

Mr. Evans—I think some of your brave men must have hustled him.

Mr. Evans—I think some of your brave men must have hustled him.

Mr. Evans—I think some of your brave men must have hustled him.

Mr. Evans—I think some of your brave men must have hustled him.

Mr. Evans—I think some of your brave men must have hustled him.

Mr. Evans—I think some of your brave men must have hustled him.

Mr. Evans—I think some of your brave men must have hustled him.

Mr. Evans—I think some of your brave men must have hustled him.

Mr. Evans—I think some of your brave men must have hustled him.

Mr. Evans—I think some of your brave men must have hustled him.

Mr. Evans—I think some of your brave men must have hustled him.

Mr. Evans—I think some of your brave men must have hustled him.

Mr. Evans—I think some of your brave men must have hustled him.

Mr. Evans—I think some of your brave men must have hustled him.

Mr. Evans—I think some of your brave men must have hustled him.

Mr. Evans—I think some of your brave men must have hustled him.

Mr. Evans—I think some of your brave men must have hustled him.

Mr. Evans—I think some of your brave men must have hustled him.

Mr. Evans—I think some of your brave men must have hustled him.

Mr. Evans—I think some of your brave men must have hustled him.

Mr. Evans—I think some of your brave men must have hustled him.

Mr. Evans—I think some of your brave men must have hustled him.

Mr. Evans—I think some of your brave men must have hustled him.

Mr. Evans—I think some of your brave men must have hustled him.

Mr. Evans—I think some of your brave men must have hustled him.

Mr. Evans—I think some of your brave men must have hustled him.

Mr. Evans—I think some of your brave men must have hustled him.

Mr. Evans—I think some of your brave men must have hustled him.

Mr. Evans—I think some of your brave men must have hustled him.

Mr. Evans—I think some of your brave men must have hustled him.

Mr. Evans—I think some of your brave men must have hustled him.

Mr. Evans—I think some of your brave men must have hustled him.

Mr. Evans—I think some of your brave men must have hustled him.

Mr. Evans—I think some of your brave men must have hustled him.

Mr. Evans—I think some of your brave men must have hustled him.

Mr. Evans—I think some of your brave men must have hustled him.

Mr. Evans—I think some of your brave men must have hustled him.

Mr. Evans—I think some of your brave men must have hustled him.

Mr. Evans—I think some of your brave men must have hustled him.

Mr. Evans—I think some of your brave men must have hustled him.

Mr. Evans—I think some of your brave men must have hustled him.

Mr. Evans—I think some of your brave men must have hustled him.

Mr. Evans—I think some of your brave men must have hustled him.

Mr. Evans—I think some of your brave men must have hustled him.

Mr. Evans—I think some of your brave men must have hustled him.

Mr. Evans—I think some of your brave men must have hustled him.

Mr. Evans—I think some of your brave men must have hustled him.

Mr. Evans—I think some of your brave men must have hustled him.

Mr. Evans—I think some of your brave men must have hustled him.

Mr. Evans—I think some of your brave men must have hustled him.

Mr. Evans—I think some of your brave men must have hustled him.

Mr. Evans—I think some of your brave men must have hustled him.

Mr. Evans—I think some of your brave men must have hustled him.

Mr. Evans—I think some of your brave men must have hustled him.

Mr. Evans—I think some of your brave men must have hustled him.

Mr. Evans—I think some of your brave men must have hustled him.

Mr. Evans—I think some of your brave men must have hustled him.

Mr. Evans—I think some of your brave men must have hustled him.

Mr. Evans—I think some of your brave men must have hustled him.

Mr. Evans—I think some of your brave men must have hustled him.

Mr. Evans—I think some of your brave men must have hustled him.

Mr. Evans—I think some of your brave men must have hustled him.

Mr. Evans—I think some of your brave men must have hustled him.

Mr. Evans—I think some of your brave men must have hustled him.

Mr. Evans—I think some of your brave men must have hustled him.

Mr. Evans—I think some of your brave men must have hustled him.

Mr. Evans—I think some of your brave men must have hustled him.

Mr. Evans—I think some of your brave men must have hustled him.

Mr. Evans—I think some of your brave men must have hustled him.

Mr. Evans—I think some of your brave men must have hustled him.

Mr. Evans—I think some of your brave men must have hustled him.

Mr. Evans—I think some of your brave men must have hustled him.

Mr. Evans—I think some of your brave men must have hustled him.

Mr. Evans—I think some of your brave men must have hustled him.

Mr. Evans—I think some of your brave men must have hustled him.

Mr. Evans—I think some of your brave men must have hustled him.

Mr. Evans—I think some of your brave men must have hustled him.

Mr. Evans—I think some of your brave men must have hustled him.

Mr. Evans—I think some of your brave men must have hustled him.

Mr. Evans—I think some of your brave men must have hustled him.

Mr. Evans—I think some of your brave men must have hustled him.

Mr. Evans—I think some of your brave men must have hustled him.

Mr. Evans—I think some of your brave men must have hustled him.

Mr. Evans—I think some of your brave men must have hustled him.

Mr. Evans—I think some of your brave men must have hustled him.

Mr. Evans—I think some of your brave men must have hustled him.

Mr. Evans—I think some of your brave men must have hustled him.

Mr. Evans—I think some of your brave men must have hustled him.

Mr. Evans—I think some of your brave men must have hustled him.

Mr. Evans—I think some of your brave men must have hustled him.

Mr. Evans—I think some of your brave men must have hustled him.

Mr. Evans—I think some of your brave men must have hustled him.

Mr. Evans—I think some of your brave men must have hustled him.

Mr. Evans—I think some of your brave men must have hustled him.

Mr. Evans—I think some of your brave men must have hustled him.

Mr. Evans—I think some of your brave men must have hustled him.

Mr. Evans—I think some of your brave men must have hustled him.

Mr. Evans—I think some of your brave men must have hustled him.

Mr. Evans—I think some of your brave men must have hustled him.

Mr. Evans—I think some of your brave men must have hustled him.

Mr. Evans—I think some of your brave men must have hustled him.

Mr. Evans—I think some of your brave men must have hustled him.

Mr. Evans—I think some of your brave men must have hustled him.

Mr. Evans—I think some of your brave men must have hustled him.

Mr. Evans—I think some of your brave men must have hustled him.

Mr. Evans—I think some of your brave men must have hustled him.

Mr. Evans—I think some of your brave men must have hustled him.

Mr. Evans—I think some of your brave men must have hustled him.

Mr. Evans—I think some of your brave men must have hustled him.

Mr. Evans—I think some of your brave men must have hustled him.

Mr. Evans—I think some of your brave men must have hustled him.

Mr. Evans—I think some of your brave men must have hustled him.

Mr. Evans—I think some of your brave men must have hustled him.

Mr. Evans—I think some of your brave men must have hustled him.

Mr. Evans—I think some of your brave men must have hustled him.

Mr. Evans—I think some of your brave men must have hustled him.

Mr. Evans—I think some of your brave men must have hustled him.

Mr. Evans—I think some of your brave men must have hustled him.

Mr. Evans—I think some of your brave men must have hustled him.

Mr. Evans—I think some of your brave men must have hustled him.

Mr. Evans—I think some of your brave men must have hustled him.

Mr. Evans—I think some of your brave men must have hustled him.

Mr. Evans—I think some of your brave men must have hustled him.

Mr. Evans—I think some of your brave men must have hustled him.

Mr. Evans—I think some of your brave men must have hustled him.



## LATE TELEGRAMS.

NEWS VIA RINGGONG AND CRYLON.

## THE WAR IN SOUTH AFRICA.

## THE LANDS COMMISSION REPORT.

The South African Lands Commission report that unless strenuous efforts are made to establish a thoroughly British population large enough to prevent the recurrence of disorder the whole expenditure of blood and treasure may be wasted, but there is no reason to doubt that the new countries will become thoroughly British by consistent and well-directed policy.

## THE U.S. ATTACHE'S CRITICISMS.

A fuller version of the American attaché's report on the Boer war says the British do not possess caution and just pass ahead and take the consequences, but that Lord Roberts showed himself an exception to the rule. The report adds that for indomitable courage, uncomplaining fortitude and implicit obedience the British troops are beyond criticism.

## THE CASUALTIES.

The following is a list of the recent casualties in South Africa:

4th June: killed, Lieut. C. W. Hale and Capt. W. Longfield; wounded severely, Lieut. L. Bennett, at of the Imperial Yeomanry. 6th June: killed, Lieut. Allan Cameron, 2nd Gordons; Lieut. Strong, 2nd Bedford; and Lieut. J. Muir, New South Wales Artillery; wounded dangerously, Captain Finlay, 2nd Bedford; 11th June: killed, Capt. Scott, 3rd Berkshire; 12th June: wounded dangerously, Lieut. H. Harford, Imperial Yeomanry; 14th June: wounded dangerously, 2nd Lieut. Ching, 3rd Dorset; 15th June: wounded severely, Lieut. K. Hayes, Queensland Bushmills; and Lieut. W. Ryland, 1st H.A. 17th June: wounded severely, Lieut. E. J. Slaughter, and slightly, Lieut. A. H. Jamieson, both of the Imperial Yeomanry; 19th June: wounded slightly, Major Marshall, 1st Derbyshire; and Lieut. Rostron, 2nd Northumberland Fusiliers; severely, Lieut. J. B. Allopp, Imperial Yeomanry; Captain Finlay, of the 2nd Bedford, is dangerously ill, but is improving.

## FLOODING AND FIGHTING.

The Cape Times says the Boers captured Mr. Botha, the minister for Alval North, and skinned him and burned his farm owing to his vote on the Bill.

The fight between De Wet and Elliott's column which took place near Reitz on the 6th instant was all at close quarters. The Boers captured their convoy and then desperately resisted the British reinforcements, and a series of fierce hand-to-hand encounters and melees ensued among the wagon wheels and discharges before the Boers finally fled.

## THE FAR EAST.

## INDIAN TROOPS AT TATE.

Indian troops will replace the Marines in the Taku forts.

## JAPAN AND FOREIGN CAPITAL.

The Times publishes a long communication from a British firm in Japan describing the economic condition and representing the advantageous openings for foreign capital there. The Times commenting on this, says it is disposed to concur with the representations, but recommends certain reforms in the direction of the removal of restrictive and exclusive regulations.

## INDEMNITY DIFFICULTIES.

The Times Peking telegram says that only two questions delay the settlement, namely Japan's request for the increase of her indemnity and Russia's proposal to increase the tariff to ten per cent. in the event of a deficit in the indemnity. All the Ministers, except Sir Ernest Satow, have agreed to the latter.

## MOVEMENTS OF INDIAN TROOPS.

The following movements have been sanctioned in connection with the return of the troops from China:—B. Batt. R. H. A. from China to Lucknow; 7th Bengal Infantry from China to Fort William; 2nd Madras Infantry from Fort William to Barrackpore; 24th Punjab Infantry from China to the Jhelum; Depots of the 25th and 26th Punjab Infantry from the Jhelum to Moolan Meer; 1st Sikh Infantry from China to Kohat; 6th Punjab Infantry from Kohat to Samana; 1st to 5th Gurkhas from Samana to Abbottabad; 24th Bombay Infantry from China to Quetta; 3rd Bombay Infantry from Quetta to Satala; but to halt at Hyderabad pending relief by either the 9th Bombay Infantry from the Waziri Blockade, or the 30th Bombay Infantry from China; No. 2 Coy. Bombay Sappers and Miners from China to Kirkee; No. 15 Co. S. Div. R. H. A. from Kirkee to Roorkie, but to halt at Dinapore until the cold weather sets in.

## GENERAL NEWS.

## THE LIBERAL PARTY.

The Hon. H. H. Asquith, presiding at a dinner given by the Essex Liberals, denounced at the suggestion that he and his friends were apostates of the Liberal party. He condemned the resolution passed at Wednesday's pro-Boer meeting, and protested against its being called a pronouncement of the Liberal party. There were no grounds for the charges of inactivity, he said, on either side. He enjoyed Lord Milner, and concluded by stating that the restoration of the original status of the republic was impossible.

The Daily News says that Mr. Asquith's speech lights the hopes of those who are working for the Liberal unity, and adds that it is deplorable that Mr. Asquith should head the revolt, and calls upon the Liberals to express their loyalty to Sir Henry Campbell-Bannerman.

The Times says the speech of Mr. Asquith is a great service to the Empire.

## PARLIAMENTARY SESSIONS.

The Times says that although Government is not likely to suggest Autumn Sessions, it seems certain that Parliament will sit later than usual. THE P. & O. CO. AND THE LASCAR QUESTION.

In the suit of the P. & O. Company against The Crown, the King's Bench has decided that under the Merchant Shipping Act, Lascars and Europeans must be treated alike regarding the so-called crew space.

## AN EGYPTIAN DISORDER.

The Archbishop of Canterbury in a letter to the Times appeals for subscriptions to establish a Bishopric in Egypt excluding Sudan, where he deprecates missionary work for the present.

## THE HEALTH OF AHMEDNAGAR.

Lord George Hamilton was questioned in the House of Commons regarding the Army Medical report on Ahmednagar, and he repeated the statement that the station was one of the healthiest and most admirable in India.

## INDIAN ARMY NEWS.

The annual reliefs of Native Regiments are now being taken up at Army Headquarters. The delay in the matter has been due to uncertainty as to what troops were returning from China. The British reliefs will present more difficulty owing to the continuance of the war in South Africa.

## THE OPIUM TRADE.

It is notified that in the calendar for the year 1902 not more than 48,000 chests of Bengal opium will be offered for sale, and not more than 4,000 monthly, of which 2,000 will be Benares opium and 2,000 Patna. No reduction in these quantities will be made without three months' previous notice.

## AUSTRALIAN FEDERATION.

The claim of the Australian House of Representatives to the exclusive power to grant supplies has been abandoned, the Senate pointing out that while the Lower House has the sole power of originating appropriation bills, both Houses have equal powers in granting supplies.

## THE CRICKET CHAMPIONSHIP.

Easy victories of the Yorkshire team over Essex and Nottingham are strengthening their position as head of the counties. Lancashire comes second and Surrey third. Rhodes has already taken 104 wickets for Yorkshire. At Nottingham Yorkshire dismissed Nottingham for 43 runs. Rhodes took six wickets for four runs, and Haigh four wickets for eight runs.

## THE RUSSIAN CASE.

Earl Russell has been formally committed at the Old Bailey, but being a peer, charged with felony, the case will be tried before the House of Lords. The last similar trial was in 1841.

## THE CAPE-TO-CAIRO RAILWAY.

It is rumoured that Mr. Cecil Rhodes has arranged with the Congo State to carry the Cape-to-Cairo Railway through it. The Congo Government denies the arrangements are concluded, but admits that negotiations are proceeding relating to railway construction in the Upper Congo.

## THE DEATH OF MR. HAY'S SON.

Mr. Adalbert Hay (son of the Secretary of State, and formerly American Consul at Pretoria) whose dead body was found in the street at Newhaven, Connecticut, had apparently overbalanced himself while smoking a cigarette at his bedroom window before retiring to rest after dining with some college friends.

## THE BALANCE.

A Russian squadron commanded by the Grand Duke Alexander visits Bulgarian ports next month as a special mark of favour to the Principality.

The King of Roumania has been entertaining very cordially General Beck, the Austrian Chief General of the Staff.

## SOMALILAND.

The latest news of the operations against the Mad Mullah states that advance parties pursued the Mullah to the border of Abyssinia, killing fifty. The pursuit was then abandoned.

Colonel Stevenson is returning to Bokoto where he will cross and attack the Algeris who are the Mullah's chief supporters.

A Times despatch from Gorozy, dated the 12th instant, states that 15,000 Abyssinians arrived there in five columns and were starting that night on a forced march in the hope of surrounding the Mullah.

## THE MEDITERRANEAN FLEET.

With reference to Rear-Admiral Lord Charles Berkeford's letter about the Mediterranean Fleet, Mr. Asquith, in the House of Commons declared that all the official communications from Vice-Admiral Sir John Fisher and Rear-Admiral Lord Berkeford had been carefully considered by the Admiralty, and there was nothing to show that the letter was intended for publication.

## THE COAL DUTY.

Sir Michael Hicks-Beach, replying to a question in the House of Commons, said that the coal contracts made prior to the Budget were exempted from the duty till the end of September.

## AUSTRALIAN COMMONWEALTH.

The official return of the Defence Forces of the Australian Commonwealth shows that there are 61,225 men and 15,000 caudles.

## A SALT TRUST.

An immense international salt trust is forming in New York, comprising all the great companies in America, Canada and England.

## THE KAISER'S ASSAULT.

Weiland, the Emperor William's assailant at Bremen, has been sent to a lunatic asylum.

## ARMY WIDOWS' PENSIONS.

An Army Order fixes the pensions of the widows of Non-Commissioned officers and men who died on active service at from thirteen to thirty pounds per annum.

## SERIOUS CANNON EXPLOSION.

The breach block of a 12-pounder exploded at Freshwater. Captain Bray and a gunner were killed and seven injured. Captain Arthur Le Mesurier Bray served with the Chitral Relief Force in 1895, and received the medal with clasp. He was in his 31st year, and obtained his present rank in 1898.

## BACK FROM JERUSALEM.

At Poma yesterday, Sir Robert Law, Commanding the Force in Bombay, inspected the 16th Bombay Infantry, just returned from Jerusalem. He congratulated the men on their work, which had been highly spoken of in despatches. Colonel Leavelle and Lieut. and Adjutant Britton being especially mentioned.

## EXPORT CARGOS.

Per steamer *Lanther Castle*, sailed on the 3rd July. For New York: 1,310 cases preserves, 527 pkgs. cassia, 100 cases cassia lignea, 45 cases cassia buds, 110 pkgs. rattanware, 260 cases blackwoodware, 315 pkgs. fire crackers, 26 cases Chinaware, 25 cases paper, 39 cases lith. paper, 50 bags flour, 40 cases star muslin, 12 cases galangal, 10 cases ginger, 5 cases human hair, 5 cases vermilion, 2,391 pkgs. merchandise. Per steamer *Chien*, sailed on the 6th July. For London opt. Manchester: 100 cases waste silk. For London opt. Goole: 287 cases waste silk. For Manchester: 127 cases waste silk. For Lyons: 185 cases raw silk, 3 cases Marcelline: 112 cases raw silk, 2 cases silks, 3 cases feathers. For London: 53 cases raw silk, 10 cases silks, 50 rolls matting, 4 cases books, 3 cases clothing, 3 trunks wappard, 1 case cabinet, 1 case silk emble. For Gibraltar: 1 case curios.

A Cloth Bound Cookery Book, containing 180 original recipes for all kinds of savories; Triclad Cookery and Sweets is sent free to all who post their LEMCO Extract jar wrapper to Lobb's Extract of Meat Co., Ltd., 9, Fenchurch Avenue, London.

## THE CHINESE CUSTOMS.

[FROM A CORRESPONDENT.]

In view of the fact that China will shortly be called upon to pay a large indemnity to the Powers, a correct understanding of the best means of increasing her resources to enable her to meet the demand is necessary, if we wish to avoid a repetition of the errors of the past in our dealings with her. It has long been a popular fallacy that the opening of new treaty ports must of necessity give a stimulus to trade, and more especially foreign trade, in China: nor does it appear that this theory has ever been questioned until Mr. Byron Brennan in 1897 showed that the importance of opening these places may be very much over-estimated. A striking illustration, not only of the truth of Mr. Brennan's contention, but of the actual harm that may be inflicted on trade by the indiscriminate opening of treaty ports where they would, and must, clash with the larger scheme of throwing the whole of the waters of China open to steam traffic, is afforded by the case of Yochau-fu, the revenue returns for which have been published. A collection of some 150 facts is all there is to show after the port has been open to foreign trade for over 12 months. In 1898, it will be remembered, the British Government claimed, as a recompense for the Chinese rejection of the loan tendered by them to the opening of the city of Hsing Tan at the western end of the Tung-tung Lake, which would, if it had been carried out, have saved in measure to open up one of the richest of the 18 provinces—Hunan; but unfortunately they allowed Yochau-fu, situated at the mouth of the lake, and about 100 miles above Hankow, to be substituted for it. This place, of no importance in itself, and hence quite useless as a treaty port, has, however, been turned to good account by the Chinese, in pursuance of their policy of restricting trade by every possible means in their power. Their ruling, confining the opening of inland waters to steamers plying within the narrow radius of each treaty port, has found ample scope to display its paralyzing capabilities. Under it no merchant could send his goods by steam direct from Hankow to the great markets of Chanchow-fu and Hsing Tan lying in the centre of Hunan. Yochau-fu, a treaty port, intervened; and according to the Chinese reading of the inland water concession, no steamer from Hankow could pass it, and go into the lake. From the past year's experience it is quite plain that the merchant will not—and on a reasonable ground, namely, that of the expense it would entail—send his goods to Yochau-fu and there have another steamer waiting to take them to their destination: so that the net result arrived at is that the province of Hunan is more closely sealed today to foreign goods and to steam traffic than if Yochau-fu had never been opened at all. Nor can it be argued that this result was unforeseen. The certainty of it was pointed out again and again to the British Minister, who, while admitting the justice of the arguments presented to him, advanced the theory that such restrictions on the freedom of steam navigation were the natural result of foreigners not having been granted the right of residence in the interior of China. That the right of residence in the interior would doubtless much facilitate matters is not denied; but the chief reason why the inland water concession has been, in the words of the Hongkong Chamber of Commerce, "a hopeless sham" is the failure to realize the conditions under which trade is conducted in China. The opening of a treaty port, giving as it does the right of access to vessels and goods coming direct from a foreign country, carries, and must carry with it certain restrictions and precautions necessary to safeguard the revenue which are not called for in the case of places not open to direct foreign entry.

Turning from Central to southern China, the West River shows even more glaring instances of the clashing of what in themselves are valuable concessions, but have been allowed to nullify each other—namely, the opening of treaty ports and the opening of inland waters. It must be confessed that the close vicinity of the free port of Hongkong is a factor which complicates matters somewhat in this case, but hardly to the extent claimed by Sir Robert Hart, who, in his endeavours to secure for the Chinese Government the right of collection of duties in Hongkong, so hit the real points at issue as to convey the impression that the close neighbourhood of that port was the sole reason for the non-carrying out of the inland water concession.

There are two distinct tariffs in force for goods from Hongkong into China—the one, the Treaty Tariff (5 per cent. *ad valorem*), levied at the treaty ports on all goods carried in foreign vessels, and collected by the Imperial Maritime Customs; the other, a *tekin* tariff, at unknown or fluctuating amount levied on all goods carried in Chinese vessels, and also collected by servants of the Imperial Maritime Customs, sent to the provincial authorities for the purpose. The amalgamation of these two tariffs into one is the first step to be taken. To decide where and how such a tariff is to be collected is the second, and it must be confessed, the more difficult one. It is quite useless for us to adopt, as we have done in the past, the attitude that China can use what means she likes to collect and safeguard her revenue. Her policy always has been to strangle trade in her misdirected efforts to raise revenue. From her policy should be to point out the means she ought to adopt and insist on her using those means and those means only. No increase, he it noted, in the treaty tariff will solve this problem.

The Germans at Kiaochow have endeavoured from the beginning to meet this difficulty; they collect duties payable to the Chinese Government in the port of Kiaochow itself. The advantage of such a system is that one examination and one payment of duty franks goods through to any part of China; the drawback lies in certain restrictions imposed in the loading and discharge of vessels, and in the fact that all products of the actual territory of Kiaochow which are duty-free must be at the disadvantage of obtaining a certificate of origin before they can be moved from the place. Whether under these conditions the advantages outweigh the disadvantages is an open question, but there is not the slightest doubt that in its entirety it neither could be, nor should be, adopted for Hongkong. A modification of it might, however, be instituted with advantage to trade and no sacrifice of the freedom of the ports; a certain portion of the harbour should be set aside for the vessels trading to and from a well defined area of South China should load and discharge under the cognizance of the Imperial Maritime Customs. Other vessels frequenting the port would, as they do now, go on uncontrolled in any way by fiscal restrictions or necessities. The exchange for any concession of this sort would be, of course, the granting by China of the right of unrestricted intercourse with the whole of the neighbouring delta towns as well as the more remote parts of the West, Pearl, and East Rivers.

Apart from the consideration of the above, and in addition to it, there is the necessity, following on the restoration of order in China, for a reorganization of the entire customs, under which trade is carried on at present. First will come the placing of all the customs-houses in China under one central administration.

Secondly, the division of the carrying trade into (a) trade from abroad into ports of direct foreign entry, (b) coasting trade between those ports of direct foreign entry, (c) coasting trade between all places in China, including those referred to above as ports of direct foreign entry. Under the first heading (a) would be included the bulk of the treaty ports now open to which others might be added as experience showed the need for them; while, on the other hand, some of those which are now opened and useless as ports of direct foreign entry might be included in the general scheme for throwing all places open to the coasting trade carried on by foreigners and Chinese alike.

The question of freedom of navigation is dwelt upon with particular emphasis, as it can be made one of the most effective levers to break down the conservative notions of the Chinese. By accelerating the general circulation of goods and people throughout the empire, a stimulus will be given to trade at large, which in its turn will bring a corresponding increase in the buying capacity of the Chinese. Railways, it is true, will perhaps be even more effective, but the fact remains that, with a few exceptions, railways have yet to be built, and in view of recent experience, it does not need a great imagination to conceive that the raising of capital to build them will be a matter of some difficulty. Again, the running of railways through the country is not unlikely to give rise to international disputes which, although they may be ultimately settled, must serve to protract the negotiations, lessen the confidence of intending investors, and generally retard the progress of any scheme of communications. With steamship traffic, on the other hand, the means lie ready at hand, and given the requisite opportunity, will be at once put into operation with corresponding advantage, not only to British interests, but to the interests of China and the world at large.—Times.

## THE HEALTH OF THE ARMY.

Nearly a year and a half after the close of the period with which it deals, the Army Medical Department Report for 1899 was issued on the 4th ult. It deals with the Army throughout the British Empire, and gives reports and tables of abstracts from every station.

No annual returns for South Africa are as yet forthcoming, and complete statistics will not be prepared until the military operations have been brought to a close.

There was an increase in the percentage of sickness and death in the Army over 1898, but a decrease as regards the average rates of the previous decade.

The number of officers and men serving at home and abroad in 1899 is reckoned at 201,004, and there were 173,204 admissions to hospital, while the total deaths were 1,594. The admissions represent a ratio of 841.7 per thousand, and the deaths one of 10.82 per thousand.

There was one case of smallpox during the year, as against none during the two previous years.

The number of cases of alcoholism in the Army in Great Britain are not so large as to occasion comment, and the two dozen suicides are but one more than the average number for the last ten years. Some criticism is recorded upon the lack of ventilation and insufficient accommodation on several hired transports, although referring to a time when the transport service had not yet been subjected to the severest strain brought upon it by the war in South Africa.

The table showing the state of education of recruits gives evidence of an encouraging increase in the number of recruits described as "well-educated." This class composed 71 in the thousand of the recruits, as compared to 17 in the thousand that were unable to read. Of the balance of the recruits, 899 in the thousand could read and write, and the remaining 191 in the thousand could read only.

The rejection of the 32,071 applicants turned away in 1899 was due chiefly to the following causes:

Under chest measurement	4,483
Defective vision	2,859
Under weight	2,304
Loss or decay of teeth	1,722
Under height	1,376
Disease of heart	1,068
Flat feet	833

## ANOTHER VIEW OF THE SIBERIAN RAILWAY.

Another view of the Trans-Siberian railway to that taken by Mr. Samuel Hill, as reported recently, is published in the *Review* from the pen of Dr. Valdenski of Gremburg. Dr. Valdenski says that he left Irkutsk, in Central Southern Siberia, at 10 p.m. by train No. 3 on December 25th, new style, to proceed to Orenburg, in South-Eastern European Russia. "As my family was rather large, I decided to take first-class tickets, which cost 135 roubles, or £11.2s. 1d., and we were assigned a splendidly fitted out apartment for our journey of 270 miles. The rate of travelling was certainly slow, for four days were allotted for the above distance. On the very first section, sixty miles long, our train managed to be five hours behind time.

"Then a really serious mishap occurred: the pipes used for heating the cars, which led to the condenser, became frozen. They had been laid under the flooring of the wagon, and were thus exposed to the open air. The 'stoker' ought to have bestowed all his attention to the proper heating of the cars; but that was out of the question, seeing that he had to wait upon the passengers and had many other little duties to perform. The only way out of the trouble was to abandon the car, and this after we had spent two hours at the station of Kanak in a fruitless attempt to put the heating apparatus into working order. Thus we had to resume the journey in an overcrowded second-class car, for not one reserved car, even a second-class car, was to be procured at any point in that section of 360 to 400 miles. Thus we arrived at Omsk in Western Siberia, and the passengers seized the opportunity for writing a 'general complaint.'

From Omsk our journey was continued in a second-class car, in which we were joined by three sick persons. The accommodation at the various refreshment rooms was often most inadequate; thus at no single buffet could we find a piece of white bread, and as a rule we could obtain such only at intervals of about 140 miles. Great was our joy on reaching Cheliabinsk, for we espied a luxurious first-class car. Our joy was premature, for the thermometer hanging inside the car registered only three or four degrees of heat, Reaumur. A series of long and stormy expeditions with the stokers' axes followed, and no less than six car-coaches were entered in the book so thoughtfully provided for the purpose; but it was all in vain, for we had to continue our journey in the second-class car. We had with us an engineer down with fever, and all my children had become quite hoarse. Nevertheless, we could not raise the temperature by so much as one degree during the whole journey between Samara and Zlatoust.

"At last we arrived at Orenburg; and still our troubles were not at an end, for I could not

get my luggage. I showed the station-master my luggage receipt; and after waiting six weeks I was told that my luggage had not then turned up at Cheliabinsk. Thus not only did I lose my luggage, but the loss of my clothes prevented me from practising as a surgeon for the time, and I am still awaiting compensation from the railway company for this enforced idleness. Luggage is very frequently lost, and I heard of several cases in which the portmanteaux and boxes had been rifled of their contents in the guard's van and then filled up with stones and any kind of rubbish. All this inconvenience was made worse by our being three days late at Orenburg, but there was some excuse for this unpunctuality, for there had been two derailments a few hours before our train was due to pass certain points. Although the novelty is wearing off the frequent accidents, yet the engine-drivers and stokers in charge of trains passing over the scenes of the various accidents cannot resist the temptation to stop the train while they have a gossip with the natives. I saw one stoker shoot a partridge; then the train slowed down, and he jumped off the engine and picked up the bird."

## EVERYBODY

## WHO

## KNOWS

## ANYTHING

## SAYS

## THAT

## CLUB

## WHISKY

## IS

## THE

## BEST.

\$12 PER DOZ.

## H. PRICE &amp; CO.

Hongkong, 1st July, 1901.

## IRON FRAMED NEW PIANOS

GUARANTEED FOR CLIMATE.

\$370 CASH

OR MONTHLY PAYMENTS.

## ROBINSON PIANO CO., LD.

Hongkong, 20th May, 1901.

## QUAN WAH &amp; CO.

DEALERS IN ITALIAN MARBLE AND GRANITE MONUMENTS. DESIGNS & PRICES ON APPLICATION at No. 1, Queen's Road East, Hongkong. Hongkong, 17th October, 1899.

## SIENTING.

SURGEON DENTIST. No. 10, D'AGUIAR STREET. TERMS VERY MODERATE. Consultation Free. Hongkong, 23rd September, 1891.

## MACHINERY and SUPPLIES.

Engines, Boilers, Pumps, Wood Working and Iron Working Machinery. Saw Mills and Saw Mill Supplies. Sugar and Rice Mill Machinery. Mining and Milling Machinery. Write for Catalogues and Prices of what you require. PARKE & LACY CO., 21 and 23, Fremont Street, San Francisco, Cal., U.S.A.

## OREGON LUMBER.

THE Undersigned, being closely connected with the leading MILLS at PORTLAND and PUGET SOUND, are always prepared to book orders for any specifications at LOWEST RATES. SIEMSEN & CO. Hongkong, 14th February, 1901.

## EYE-SIGHT.

MR. N. LAZARUS, Oculist-Optician, of London and Calcutta, may be consulted for SPECTACLES at 18, Queen's Road Central (R. HOUGHTON & Co.) (Nearly opposite the Hongkong Hotel). Business Hours: 9 a.m. to 5 p.m.

A Great proportion of cataracts and diseases affecting those advancing in life occur to those having some deficiency in the construction of the eyes—the many years of "Eye Strain" ending in serious forms of disease. Glasses specially adapted in youth to those requiring them save and preserve the sight.

Constantly recurring headaches, spells of dimness when reading, weak eyes, the letters running together; any of these symptoms indicate a deficiency in the form of the eye requiring Glasses only to correct and cure. Mr. LAZARUS supplies his SPECTACLES only after testing the sight.

ADVISE FREE.

## INTIMATIONS.

C. E. WARREN, BUILDING CONTRACTOR, No. 25, ABERDEEN STREET.

SANITARY APPLIANCES SUPPLIED and FIXED. DRAINS, TRAPS, WASTE PIPES, &c., CLEANSED and REPAIRED. Sanitary Board Notices receive prompt attention. Agent for MOSAIC TILES. Prices on Application. [16]

## R. J. REMEDIOS.

## FOREIGN AND COLONIAL STAMP DEALER.

No. 37, Caine Road, Hongkong. Will be glad to send STAMPS on approval to any address on receipt of satisfactory references. Also prepared to purchase used Postage Stamps in Large or Small Quantities for Cash. AGENTS WANTED. 15 to 25 per cent. Discount Allowed. [1395]

## CARTRIDGES.

NOBEL'S SPORTING BALLISTITE. Absolutely Smokeless and Water-resisting. THE BEST NITRO-POWERED IN THE WORLD. PRICE OF 12-HOUR CARTRIDGES: Loaded with Powder Powder only, and 1 oz. of Shot. Primrose Cases, \$5.45, \$7.40. Paganini Cases, \$2.25, 3.00. 12-gauge Brass Cases, 6.50, 8.65. 5 per cent. discount on orders of 1,000 and over. Apply to Wm. SCHMIDT & CO., Gunmakers, Hongkong.

Hongkong, 27th July, 1897. [1669]

## A ON &amp; CO.,

## PHOTOGRAPHERS AND PORTRAIT PAINTERS.

All kinds of Oil Paintings and Photographic Enlargements. 39A, TOP FLOOR, QUEEN'S ROAD CENTRAL, Opposite to Glass, J. Gump & Co. Hongkong, 20th March, 1901. [797]

## THE NEED

## OF MUNICIPAL FREEDOM

## IN HONGKONG.

## BY "SCRUTATOR."

With Leading Articles and Correspondence thereon Reprinted from the "HONG



## BANKS

**THE BANK OF TAIWAN (FORMOSA)  
LIMITED.**

(INCORPORATED BY SPECIAL LAW IN THE  
CHARTER).

---

AUTHORIZED CAPITAL ..... Yen 5,000.00  
PAID-UP CAPITAL ..... " 1,250.00

---

HEAD OFFICE :--TAIPEH, FORMOSA

**JUICHI SOYEDA, Esq., President.**  
**Head Office Manager: HIROMI KAWASAKI**  
**Esq.**

---

**BRANCHES AND AGENCIES.**

Tokyo	Osaka	Kyoto	Yokohama
Kobe	Nagasaki	Hakodate	Muji
		New York	S. Francisco

Tanah London New York S. Francisco  
Hongkong Amoy Shanghai Tientsin  
Nowehwang Chemulpo Fusan.

HEAD OFFICE:—INTEREST ALLOWED.  
On Current Account..... 5.475% per annum  
" " Savings Bank 6.205% " "  
On Fixed Deposits:—

For 3 months.....	6 1/2 % per annum
" 6 " .....	7 % per annum

Credits granted on approved Securities and every description of Banking and Exchange business transacted.

Drafts granted on the chief commercial places both in Japan and Abroad.  
Further particulars may be obtained on application.  
**HIROMI KAWASAKI,**  
Manager.

Taipei, 5th October, 1900. (31)

---

**THE**  
**DEUTSCH-ASIATISCHE BANK.**

---

PAID-UP CAPITAL ..... Sh. Taels 5,000,000

HEAD OFFICE—SHANGHAI.  
BOARD OF DIRECTORS: BERLIN.

BRANCHES:

Beik- Ganton	Hankow
-----------------	--------

**LONDON BANKERS:**  
Messrs. N. M. ROTHSCHILD & SONS,  
UNION BANK OF LONDON, LTD.

DEUTSCHE BANK (BERLIN), LONDON AGENT,  
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Accounts.  
DEPOSITS received on terms which may  
be learned on application. Every description

Banking and Exchange business transacted.  
E. F. GROS,  
Acting Manager.  
Hongkong, 8th February, 1900.

---

THE

**YOKOHAMA SPECIE BA**  
**LIMITED.**  
ESTABLISHED 1880.

CAPITAL SUBSCRIBED ...	yen 24,000,000
CAPITAL PAID-UP .....	" 18,000,000
CAPITAL UNCALLED .....	" 6,000,000
RESERVE FUND.....	" 8,310,000

HEAD OFFICE—YOKOHAMA.

BRANCHES AND AGENCIES.		
Tokio	Kobe	Nagasaki
London	Lyons	New York
San Francisco	Honolulu	Bombay
Shanghai	Tientsin	Newchwang

**LONDON BANKERS:**  
THE LONDON JOINT STOCK BANK, LIMITED.  
PARRE'S BANK, LIMITED.  
THE UNION BANK OF LONDON, LIMITED.

**HONGKONG—INTEREST ALLOWED.**  
On Current Account at the rate of 2 per  
per annum on the daily balance.  
On fixed deposits for 12 months 5% per an  
" " " " 6 " 4% "

TAO HO DSUN  
Manager.  
Hongkong, 17th April, 1901.

**THE BANK OF CHINA & JAPAN LIMITED.**

---

**WORKING CAPITAL** ..... over £2  
**RESERVE LIABILITY OF SHARE-**  
**HOLDERS** ..... fully £4

HEAD OFFICE  
36, Nicholas Lane, London, E.C.  
BRANCHES

Hongkong, Shanghai, Singapore.  
AGENCIES:  
Yokohama, Kobe, Penang, Bombay, Calcutta,  
Madras, Colombo, Rangoon, Java, Lyons,  
Paris.

**BANKERS:**  
The Bank of England and the Capital  
Counties Bank, Limited.  
General Manager—F. C. BISHOP.

per	INTEREST ALLOWED.		
	On Current Accounts	...	2 p
	Fixed Deposits 3	months	4
n.	Do. ... 6	notice	4½
n.	Do. ... 12		5
n.			

The Bank buys, sells and receives in  
[24] collection Bills of Exchange on, and transacts  
general Banking business with; the above  
J. W. R. TAYLOR  
Manager.  
CE Hongkong, 1st June, 1901.

**THE NATIONAL BANK OF CHINA LIMITED.**

**AUTHORIZED CAPITAL** ..... \$1,000,000  
**PAID-UP CAPITAL** ..... \$250,000

HEAD OFFICE—HONGKONG.

BOARD OF DIRECTORS.

CHAN KIT SHAN, Esq. | C. EWENS,  
CHAMBERS STREET, LONDON.

Chief Manager,  
GEO. W. F. PLATFAIR.

Interest for 12 Months Fixed.....5%

Hongkong, 23rd March, 1899.

---

**POHOOMULL BROTHERS**  
57 & 59, QUEEN'S ROAD CENTRAL  
**WHOLESALE AND RETAIL**  
IMPORTERS AND EXPORTERS

Have for Sale,  
INDIAN, Chinese and Japanese Silk  
for Ladies and Gentlemen, and other A  
Oriental Embroidery, Bags and C  
Jewelry, Cashmere Shawls, Ivory Sand

and Portofino shell wares, Christmas and  
Goods.  
[397] **INFECTION IS SOLICITED.**  
Hongkong, 8th November, 1900.

[illegible]

\_\_\_\_\_



HONGKONG  
BUSINESS DIRECTORY.

## BOOKBINDING

"DAILY PRESS" OFFICE.  
The only office in China having European  
taught workmen. Equal to Home Work.

## BUILDERS

KANG ON.  
Contractor, 30, D'Almeida Street. Local  
and Coast Port Buildings, Timber, Brick  
and Granite.  
Mechanics engaged, Estimates given.

## CHEMISTS, DRUGGISTS, &amp;c.

THE PHARMACY.  
10, Queen's Road Central. Family and  
Dispensing Chemists, Wines, Spirits and  
Cigars.

THE VICTORIA DISPENSARY.  
Chemists and Druggists, High-class Aperi-  
ent Waters, Dealers in Photographic  
Requisites, Queen's Road.

## FURNITURE WAREHOUSEMEN

A. CHEE & CO., Established 1859.  
Every Household Requisite. Depot for  
Eastman's Kodak Films and Accessories;  
17a, Queen's Road Central.

## JEWELLER

MAISON LEVY HERMANOS.  
Diamond Merchants and Watchmakers, 40,  
Watson's Building, Queen's Road. Also  
at Shanghai, Manila, Paris and Hilo.

## PHOTOGRAPHERS

A. FONG.  
The largest and most complete Studio in  
Hongkong. Established 1859. Views,  
Enlargements, Ivory Miniatures, Oil  
Paintings, &c.; 10a House Street.

MEE CHEUNG.  
10a House Street, Top Floor. Permanent  
Enlargements, Groups, Views, etc.; Devel-  
opment Works, Amateurs' Requisites.

M. MUMBY, JAPANESE ARTIST.  
Bromide and Cyanotype Enlargements and  
also colouring Photos and relief Photos.  
Views of China and Manila. Work  
done for Amateurs; No. 8a, Queen's  
Road Central.

## PRINTING

"DAILY PRESS" OFFICE.  
Proofs read by Englishmen.

## STOREKEEPERS

F. BLACKHEAD & CO.  
Navy Contractors, Shipchandlers, Sail-  
makers, Provision and Coal Merchants,  
Praya Central, next Hongkong Hotel.

BISMARCK & CO.  
Navy Contractors, Ship Chandlers,  
Provision and Coal Merchants, Sail-  
makers, &c. Fresh Water supplied to  
Vessels in the Harbour.

KWONG SANG & CO.  
Shipchandlers, Sailmakers, Hardware,  
Engineer Tools, Brass and Iron Mer-  
chants, 144, Des Voeux Road.

MORE & REIMUND.  
44 and 45, Des Voeux Road. Shipchandlers,  
Sailmakers, Riggers, Commission Agents  
and General Storekeepers; Sole Agents  
for Shipowners' Composition ("Grey-  
hound Brand") and Blundell,  
Spence & Co.'s Composition.

## TAILORS

R. HAUGHTON & CO.  
Naval, Military and Court, 18, Queen's Road,  
Opposite Kahn's Curio Store.

## TOBACCONISTS

D. S. DADY BURJOR, "Los Filipinos,"  
Importers of the Best Manila Cigars; 25,  
Fothering Street.

## WATCHMAKERS

DROZ & CO.,  
10, Queen's Road Central. Repairs of  
Watches and Clocks by competent  
European experts, at moderate rates.

## NOTICES TO CONSIGNEES

INDO-CHINA STEAM NAVIGATION  
COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND  
SINGAPORE.

THE Company's Steamship  
"SUZANG,"  
having arrived from the above ports, Consignees  
of Cargo by her are hereby informed that their  
Goods will be delivered from alongside.

Cargo impeding the discharge or remaining  
on board after Noon of the 11th instant will be  
landed at Consignees' risk and expense into  
Godowns at Eastern Docks.

No Fire Insurance will be effected.  
Bills of Lading will be countersigned by  
JARDINE, MATHESON & CO.,  
General Managers.

Hongkong, 9th July, 1901. [1742]

## NOTICE TO CONSIGNEES

"GLEN" LINE OF STEAMERS.  
FROM MIDDLESBRO', ANTWERP,  
LONDON AND STRAITS.

THE Steamship  
"GLENROY,"  
having arrived from the above ports, Consignees  
of Cargo by her are hereby informed that their  
Goods are being landed at their risk into the  
Godowns of the Hongkong and Kowloon Wharf  
and Godown Co., Limited, at Kowloon, where  
each consignment will be sorted out mark by  
mark, and delivery can be obtained as soon as  
the Goods are landed.

Optional Goods will be carried on unless  
instructions are given to the contrary before  
4 p.m. TO-DAY.

Goods not cleared by the 14th instant  
will be subject to rent.  
No Fire Insurance will be effected.

All damaged packages must be left in the  
Godowns, and a certificate of the damage  
obtained from the Godown Company within  
ten days after the vessel's arrival here, after  
which no claims will be recognised.

JARDINE, MATHESON & CO.,  
Agents.

Hongkong, 8th July, 1901. [1723]

## NOTICE TO CONSIGNEES.

## "GLEN" LINE OF STEAMERS.

FROM MIDDLESBRO', ANTWERP,  
LONDON AND STRAITS.

THE Steamship  
"GLENLOGAN,"  
having arrived from the above ports, Consignees  
of Cargo by her are hereby informed that their  
Goods are being landed at their risk into the  
Godowns of the Hongkong and Kowloon Wharf  
and Godown Co., Limited, at Kowloon, where  
each consignment will be sorted out mark by  
mark, and delivery can be obtained as soon as  
the Goods are landed.

Optional Goods will be carried on unless  
instructions are given to the contrary before  
4 p.m. TO-DAY.

Goods not cleared by the 14th instant will be  
subject to rent.  
No Fire Insurance has been effected.

All damaged packages must be left in the  
Godowns, and a certificate of the damage  
obtained from the Godown Company within  
ten days after the steamers' arrival, after  
which no claims will be recognised.

McGREGOR BROS. & GOW,  
Agents.

Hongkong, 8th July, 1901. [1721]

NORTHERN PACIFIC STEAMSHIP  
COMPANY.

NOTICE TO CONSIGNEES.  
STEAMSHIP "OLYMPIA."  
FROM TACOMA, VICTORIA, YOKO-  
HAMA, KOBE, MOJI AND  
SHANGHAI.

THE above Steamer having arrived, Con-  
signees of Cargo are hereby requested to  
send in their Bills of Lading for countersignature  
and to take immediate delivery of their  
Goods from alongside.

Cargo impeding the discharge of the Vessel  
will be landed and stored at Consignees' risk  
and expense.

DODWELL & CO., LTD.,  
Agents.

Hongkong, 6th July, 1901. [11]

NORTHERN PACIFIC STEAMSHIP  
COMPANY.

NOTICE TO CONSIGNEES.  
STEAMSHIP "GLENESK."  
FROM TACOMA, VICTORIA, YOKO-  
HAMA, KOBE, MOJI & SHANGHAI.

THE above Steamer having arrived, Con-  
signees of Cargo are hereby requested to  
send in their Bills of Lading for countersignature  
and to take immediate delivery of their  
Goods from alongside.

Cargo impeding the discharge of the Vessel  
will be landed and stored at Consignees' risk  
and expense.

DODWELL & CO., LIMITED,  
Agents.

Hongkong, 9th July, 1901. [11]

NAVIGAZIONE GENERALE ITALIANA  
(FLORIO & RUBATTONI UNITED  
COMPANIES).

NOTICE TO CONSIGNEES.  
FROM BOMBAY AND SINGAPORE.

THE Steamship  
"BISAGNO,"  
having arrived from the above ports, Con-  
signees of Cargo by her are hereby informed  
that their Goods are being landed at their risk  
into the Godowns of the Hongkong and Kow-  
loon Wharf and Godown Company, where  
delivery may be obtained. Perishable Goods to  
be taken delivery of immediately.

All damaged packages must be left in the  
Godowns, and a certificate obtained from the  
Godown Company, within seven days after the  
vessel's arrival here, after which no claims will  
be recognised.

No Fire Insurance has been effected, and any  
Goods remaining in the Godowns after the 12th  
instant, will be subject to rent.

Bills of Lading will be countersigned by  
CARLOWITZ & CO.,  
Agents.

Hongkong, 6th July, 1901. [7]

## NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"BENGAL,"  
FROM BOMBAY, COLOMBO AND  
STRAITS.

Consignees of Cargo by the above-named  
vessel are hereby informed that their Goods  
are being landed and placed at their risk in  
the Hongkong and Kowloon Wharf and God-  
own Company's Godowns at Kowloon, where  
each consignment will be sorted out mark by  
mark, and delivery can be obtained as soon as  
the Goods are landed.

This vessel brings on Cargo:  
From London, &c., ex s.s. *Britannia*.  
From Persian Gulf, ex s.s. *B. I. S. N.* and  
B. & P. S. N. Co.'s steamers.

Optional goods will be landed here unless  
instructions are given to the contrary before  
5 p.m. TO-DAY.

Goods not cleared by the 11th instant, at  
4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in  
any case whatever.

All damaged packages must be left in the  
Godowns, and a certificate of the damage  
obtained from the Godown Company within  
ten days after the vessel's arrival here, after  
which no claims will be recognised.

H. A. RITCHIE,  
Superintendent.

Hongkong, 4th July, 1901. [1]

THE CHINA MUTUAL STEAM NAVI-  
GATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.  
FROM GLASGOW AND LIVERPOOL.

THE Company's Steamship  
"KAISOW,"  
having arrived from the above ports, Con-  
signees of Cargo are hereby informed that their  
Goods are being landed and placed at their  
risk in the Hongkong and Kowloon Wharf  
and Godown Company's Godowns at Kowloon,  
where each consignment will be sorted out mark  
by mark, and delivery can be obtained as soon  
as the Goods are landed.

Optional Goods will be carried on unless  
instructions are given to the contrary before  
4 p.m. TO-DAY.

Goods not cleared by the 14th instant  
will be subject to rent.  
No Fire Insurance will be effected.

All damaged packages must be left in the  
Godowns, and a certificate of the damage  
obtained from the Godown Company within  
ten days after the vessel's arrival here, after  
which no claims will be recognised.

JARDINE, MATHESON & CO.,  
Agents.

Hongkong, 6th July, 1901. [1710]

## [ALL RIGHTS RESERVED.]

## SPORT AND ANECDOTE.

BY AN OLD POEY.

## THE KING OF MODERN HITTERS.

Seldom does one open the evening paper  
nowadays without discovering that Mr. Gilbert  
L. Jessop has been delighting the hearts of  
lovers of cricket by some extraordinary feat  
with the bat. Undoubtedly the Gloucestershire  
captain is the most sensational player of the  
period, and an hour with Jessop were worth a  
week with some of the stereotyped scorers who  
scratch about for their runs and make difficulties  
where none ought to exist. The British public  
dearly love a lord but more than that they love  
on a mighty hitter, for after all peers are only  
worth three a penny, whereas a hero at our  
national game is a jewel. The first time I saw  
Mr. Jessop it seemed to me impossible to believe  
that a man of his build could be a fast bowler  
and such a gigantic hitter. I have never been  
able to ascertain authentically any information  
as to the exact physique of Mr. Jessop, but I  
should say he is about 5ft. 6in. and certainly  
does not weigh more than 11 stone. I quite  
agree with Mr. W. J. Ford that "Jessop is a  
C. I. Thornton in miniature," but I go further  
than he does and declare that for his size Jessop  
is the most rapid scorer who ever lived, and  
strange to say he has not a robust constitution.  
At the present time he is suffering from an  
ailment which largely precludes him from bowl-  
ing like a steam engine and will possibly  
necessitate a surgical operation before the end  
of the year. But happily in power of panishing  
all kinds of bowling, from the best downwards,  
he is unimpaired. It has been said that he is  
a mere slogger, but those who think so should  
carefully watch the way Mr. Jessop can place  
balls between the fields. His display in the  
Yorkshire and Gloucestershire match at Bristol  
this season showed that the bowler must be a  
most unhappy man when once Mr. Jessop gets  
his eye in.

## A SKETCH OF HIS CAREER.

Mr. Jessop is the son of a doctor, and was  
born at Cheltenham on May 19th, 1874. When  
quite a child he was possessed with a passion for  
cricket, and played in a garden about 11 yards  
long, with his two brothers. At the tender age  
of ten he was sent to Cheltenham Grammar  
School, and the year following was included in  
the cricket eleven. From Cheltenham he went  
to Burford Grammar School, and for two years  
scored most prodigiously. Leaving Burford he  
became a master at Beccles College in Suffolk  
and when there he did some extraordinary  
feats. In one match I remember his taking 15  
wickets for no runs, and hitting up 210 in one  
hour and three-quarters. While he was at  
Beccles he was given a trial with Gloucestershire,  
the headmaster kindly giving him a holiday.  
He made his debut at Old Trafford in July,  
1894, when he scored 29 and 19 against Briggs  
and Mold, and captured one wicket for 72 runs.  
In the last match for Gloucestershire that year  
against Somerset, at Taunton, he scored 61 out  
of 73 in 50 minutes. In 1895, he still continued  
to assist Gloucestershire, and during this season  
at Cheltenham the future captain of the County  
made 63 out of 65 in 28 minutes by twelve 4's,  
two 3's, three 2's, and three singles against the  
bowling of Peel, Wainwright, Hirst, and  
Ernest Smith, of Yorkshire. On going up to  
Cambridge in 1896 he rattled up 102 in the  
Freshman's match in just over 60 minutes.  
He only received 57 balls, and from 32 of them  
he made his score. Need we add that he gained  
his colours, and ultimately became the captain  
of Cambridge University, and eventually of  
Gloucestershire? It must not be forgotten he  
has proved himself one of the best all-round  
cricketers of his generation by his performances  
in 1897 and 1898. In the former year in first-  
class cricket he made well over 1,000 runs and  
took 100 wickets, while last season he registered  
2,210 runs and again secured over 100 wickets.  
He made his first century for Cambridge  
University against the Philadelphians in 1897,  
and since that date has 15 times reached three  
figures. Moreover, he has displayed an uncon-  
mon partiality for Yorkshire bowling at a time  
when the attack of the Northerners has been  
uncommonly good. Thus in the Diamond  
Jubilee year at Harrogate he smashed all records  
by making 101 against Yorkshire in 40 minutes.  
Again in 1899, for Cambridge University,  
at Fenners he carried out his bat for 171  
against the Tykes, and on that occasion he was  
in less than two hours and 27 minutes found the  
boundary. Even though he gave a high chance  
at point when 24 and another catch in the deep  
field, his was a marvellous display. But last  
year at Bradford he exceeded the century in  
each innings, against the bowling of Hirst,  
Rhodes, Haigh, and Co., as he made 104 and  
139. True, he had a good share of luck in his  
first display, but it would be impossible to praise  
his 139 too highly. His driving was calculated  
to strike terror into the fieldsmen, and seven  
times he hit Rhodes out of the Park Avenue  
enclosure. In June last year, Jessop scored  
179 out of 257 in one hour and three-quarters  
at Brighton against Sussex without making  
the slightest mistake until he was well over 100.  
This extraordinary display consisted of 32 fours  
and only 29 singles. Twice this season has  
Mr. Jessop proved himself to be as great a  
hitter as ever. Playing for the M.C.C. against  
Leicestershire at Lords, he scored 109 in one  
hour and three-quarters. He reached the 100  
in an hour, as well he might, considering that  
he punished a fast bowler like Woodcock  
for 27 in two overs. He hit a ball out of  
Lord's ground into St. John's Wood Road, the  
leather alighting on a passing cart. In the  
second innings, Mr. Charles de Trafford actually  
placed seven men in the long field, but still  
Jessop made eight boundary hits, and con-  
tributed 49 in 36 minutes. Only last Saturday  
for Gloucestershire against Middlesex this  
extraordinary cricketer made 124 out of  
145 in seventy-five minutes, 68 of his runs  
being fours. He is the kind of man to lead a  
forlorn hope, and his daring is so boundless

that one never can tell what he may do. He  
will step out to a fast bowler just as he would  
to a slow trundler, and one is bound to agree  
with Dr. Grace that no one has ever treated  
Tom Richardson with such contempt. His  
battering overhauls his bowling, but at cover  
point he has scarce a superior. It would be no  
difficult matter to write a small book about what  
Jessop has already accomplished, and if he goes  
to Australia at any time, he is sure to  
draw crowds of spectators. This young gentle-  
man is on the Stock Exchange, but during the  
summer he is more concerned with the rise and  
fall of wickets than the rise and fall of shares.  
He affects journalism, and has written some  
entertaining articles on various aspects of the  
game.

## A WONDERFUL JUMPER.

Ireland is the land of jumpers, both for  
horses and men. No one will be surprised if  
Erin's Isle furnished the champion long  
jumper at the British championships at  
Huddersfield on the first Saturday in July.  
The recent form of P. O'Connor, of Water-  
ford, has been astonishing, for at the Irish  
Championship meeting he covered no less than  
24ft. 9in., a distance, which, if accepted,  
establishes a world's record. But eight years  
ago we all regarded C. B. Fry's 23ft. 6in. as a  
marvellous performance. These figures stood  
until M. M. Roseingrave surpassed them by  
one inch at Sydney, N.S.W., on October 5th,  
1896. Then arose an international struggle  
for the record, as at the same time we had  
such extraordinary jumpers as W. J. M.  
Newburn, the 6ft. 6in. Irishman; Alvin C.  
Kraenzlein, the shaggy-haired Pennsylvania  
University student; and Myer Prinstein, of  
Syrause University. There was a triangular  
duel between these three, and some of New-  
burn's jumps being rejected, Britain lost the  
record, which was 24ft. 9in. All the same,  
Newburn was a wonderful jumper, and the first  
time he ever appeared at Stamford Bridge just  
at practice he compassed 23 feet in his ordinary  
clothes. It was said that Prinstein jumped  
24ft. 7in. on April 28, 1899, but whether the  
American Amateur Athletic Union ever passed  
that jump as fully authenticated I am not  
aware. Certainly they did accept the 24ft. 4in.  
of Kraenzlein, made at the American Inter-  
Collegiate meeting, on May 27, 1899. All the  
same these figures have been put in the shade  
by O'Connor, who, as I have said, is now credited  
with 24ft. 9in. A most curious thing to my  
mind was that all these great jumpers except  
Newburn were entered for the English cham-  
pionship in London last July. Prinstein was  
on the ground, but did not compete. O'Connor  
was one of the competitors, but either lost heart  
or lost form, for he could do no better than 22ft.  
9in. This was a most disappointing display,  
especially as Kraenzlein won with 22ft. 10in.,  
whereas O'Connor a month previously had taken  
the Irish championship with 23ft. 6in. O'Connor  
is a man of greyhound build standing 6ft.  
2in., and weighing 11st. 4lbs. He belongs to  
County Wicklow, and is just as much a fine all-  
round athlete as Kraenzlein. A match between  
the pair would be very interesting.

## FOOTBALL FINANCE.

At this season of the year few matters of  
fact connected with sport are more interesting  
than the balance-sheets of the famous Associa-  
tion football clubs. Almost within a day the  
statements of Tottenham Hotspur and Sheffield  
United, the winners and runners-up of the  
English Cup, have been issued. The gate  
receipts of Tottenham Hotspur were £8,400,  
and of Sheffield United £8,677. 2s. 4d. For  
winning the Cup the "Spurs" received a  
present of £2,450 from the Football Association,  
while Sheffield United were entitled to £2,500.  
It is very interesting to compare the payments  
to players of the two teams. Tottenham in  
salaries and bonuses paid the Cup winners  
£4,561, while Sheffield United expended £4,374  
in the same manner. Considering what they  
achieved and that wages have to be paid all the  
year round both to the first and second eleven,  
we must say that the club obtained value for  
their money. It is very interesting, too,  
to see what comparatively small sums both  
clubs have paid for training. The visits of the  
"Spurs" to Chingford, on the borders of Epping  
Forest, cost £223, while the journeys of Sheffield  
United to Lytham and Skegness involved an  
outlay of £336. Above all, it must be pleasing  
to the supporters of these two great teams to  
find that Sheffield United have made a profit  
on the year of £2,091, while Tottenham Hotspur  
have a favourable balance of £2,554. A team  
which did remarkably well and perhaps got  
better value for their money than any club was  
Notts County. They only paid £2,933 to their  
players in wages and bonuses, but they drew  
over £5,000 in gate-money, finished very high  
up in the League competition, and with a little  
luck would have won the Championship. Indeed,  
some of their players are convinced that they  
ought to have done so.

## THE CHAMPION SWIMMER.

Beyond all doubt the champion swimmer of  
the world is Joey Nuttall, of Stalybridge, who  
has for some time been vainly endeavouring to  
obtain a match with any man of any nationality  
or any colour. But he is so distinguished that  
he appears likely to go without a contest, despite  
the generosity of his offer. So many challenges  
of champions are faced about with conditions  
that it is positively refreshing to read such a  
card as Nuttall issued. First of all he would  
swim anybody in any water from 440 yards up  
to a mile. Failing to get a response, he offered  
such a fine professional as Greasley, of Leicester,  
30 secs. in the half-mile. Moreover, he is  
willing to swim J. H. Tyers 200 yards, despite  
the difference in their ages. Nuttall was born in  
Manchester on August 31st, 1889, while Tyers,  
who is a native of the same city, first saw the  
light on September 11th, 1876. Seven years in  
the life of an athlete is a great handicap, and I  
consider Nuttall's offer the most defiant ever  
made by any champion who is getting on in  
years. And yet there are those who do not  
hesitate to say that Nuttall was never fitter.  
Tyers, who looked gross last winter, is in very

fair condition at the present time, and if he  
could obtain a backer he would probably meet  
Nuttall. To my mind the most striking  
performance of Nuttall is his one mile in  
open water in 26 mins. 8 secs., and his 500 yards  
at Doncaster in 6 mins. 38 secs. We must not  
forget that his mile was swum in water at a tem-  
perature of 65 degrees, and that he could easily  
have reduced his time. He was swimming  
against M. Cusker, the American champion, and  
was winning so easily that he purposely delayed  
completing the course towards the finish of his  
journey. His 500 yards race was against Ernest  
Cavill, the Australian, who was not in a con-  
dition even to extend Nuttall, so that when we  
consider all these circumstances no one can  
have any hesitation in declaring that Nuttall is  
the finest all-round swimmer in the world.  
London, 8th June.

## H. F. CARMICHAEL

CONSULTING ENGINEER,  
SURVEYOR AND CONTRACTOR,  
QUEEN'S BUILDINGS.

TELEGRAMS: "CARMICHAEL," HONGKONG.  
A B C Code, 4th Edition.  
A 1 Code.  
Lieber's Standard Code.

TELEPHONE, 232.  
Hongkong, 21st June, 1901. [1554]

## THE BRITISH NORTH BORN SO CO.

APPLICATIONS are invited for the  
POSITION OF SUPERINTENDENT  
OF PUBLIC WORKS AND GOVERNMENT  
SURVEYOR. Applications and Copies of  
Particulars to be sent to the undersigned,  
from whom terms may be learnt. Appointment  
to be taken up as soon as possible.  
GIBB, LIVINGSTON & CO.,  
Agents.

Hongkong, 26th January, 1901. [339]

## NOTICE.

TENDERS are hereby called for the  
ERRECTION OF BRICK SHOPS at  
JESSELTON for the North Borneo  
Government, particulars of which may be  
seen at the Office of  
Messrs. GIBB, LIVINGSTON & CO.,  
Agents.

Hongkong, 14th February, 1901. [508]

FROM PORTSMOUTH TO PEKING VIA  
LADYSMITH WITH A NAVAL  
BRIGADE.

ILLUSTRATED WITH FOUR MAPS.  
On Sale at  
"DAILY PRESS" OFFICE, LOCAL BOOK-  
SELLERS, SOLDIERS' CLUB, SOLDIERS'  
and SAILORS' HOME, ROYAL  
NAVAL CANTEN.

Price \$1 per Copy Paper Covers; \$1.50 in  
Boards.  
Hongkong, 18th March, 1901 [752]

## JAPAN

## COALS

## THE MITSUI BUSSAN KAISHA

## (OR MITSUI &amp; CO.)

HEAD OFFICE:—43, SAKAMOTO-CHO, TOKYO.  
LONDON OFFICE:—34, LIME STREET, E.C.  
HONGKONG OFFICE:—6, ICE HOUSE STREET.

BRANCH OFFICES:  
New York, San Francisco, Hamburg, Bombay, Singapore, Manila, Amoy, Shanghai,  
Hankow, Chiofoo, Tientsin, Nanking, Poot Arthur, Seoul, Chemulpo, Yokohama,  
Yokosuka, Nagoya, Osaka, Kobe, Kure, Shimomura, Moji, Wakamatsu, Karatsu,  
Nagasaki, Kuchino, Sasebo, Milke, Hakodate, Taipei, &c.

Telegraphic Address for all the Offices: "MITSUI."  
A.B.C. and A 1 Codes used.

CONTRACTORS OF COAL to the Imperial Japanese Navy, Armies and Railway Bureau;  
Principal Railway Companies and Industrial Works; Home and Foreign Mail and  
Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa and Yamano Coal Mines; and  
SOLE AGENTS for Fukuoka, Hakoku, Ishikawa, Kanada, Kishima, Mannoura, Onoda,  
Otsuji, Tohmyama, Tsubakura, Yoshinotani, Yoshio, Yunkibara, and other Coal Mines.  
[131]

## FOR SALE.

## FIRST CLASS MATERIAL.

## STRONGEST CONSTRUCTION.

## SAFES

CAN COMPETE AGAINST THE BEST MAKES IN THE WORLD.  
FOR PARTICULARS APPLY TO

HOTZ, SJACOB & CO. [313]

## PUT

## "VIKING" NAVY CUT

## IN YOUR PIPE

## &amp; Smoke it.

Manufactured only by LAMBERT & BUTLER, LTD., LONDON, ENGLAND. [2653-1]

## SWEET CAPORAL







VESSELS ON THE BERTH  
OCEAN STEAMSHIP COMPANY.

OUTWARDS.		Due
FROM	STEAMERS	
GLASGOW and LIVERPOOL	"STENTOR"	On 23rd July.
GLASGOW and LIVERPOOL	"IDOMENEUS"	On 7th August.
HOMEWARDS.		TO SAIL
FOR	STEAMERS	
LONDON	"PROMETHEUS"	On 13th July.
LONDON	"ALCIBIOUS"	On 23rd July.
LONDON	"DEUCALION"	On 6th Aug.
LONDON	"PELEUS"	On 20th August.
LONDON	"STENTOR"	On 3rd September.
LIVERPOOL DIRECT	"GLAUCUS"	On 15th July.
LIVERPOOL DIRECT	"PATROCLUS"	On 15th August.

(Taking Cargo at London Rates)  
S.S. "PATROCLUS" from LIVERPOOL and SWANSEA, has arrived, and will leave for SHANGHAI and JAPAN TO-DAY, the 11th inst., p.m.  
For Freight, apply to  
**BUTTERFIELD & SWIRE,**  
AGENTS O. S. S. Co.  
Hongkong, 11th July, 1901. [15]

CHINA NAVIGATION CO.,  
LIMITED.

FOR	STEAMERS	TO SAIL
MANILA	"TAIWAN"	On or about 14th July.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWN SVILLE, BRISBANE, SYDNEY and MELBOURNE.	"TAIWAN"	On or about 14th July.

\* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to—

**BUTTERFIELD & SWIRE,**  
AGENTS.

Hongkong, 5th July, 1901.

THE CHINA MUTUAL STEAM NAVI-  
GATION COMPANY, LIMITED.

TRANS-PACIFIC SERVICE  
TO  
VICTORIA (B.C.) AND SEATTLE  
Calling also at Tacoma and carrying Cargo  
on through Bills of Lading to New York  
and other points of the United States  
in conjunction with the  
GREAT NORTHERN RAILWAY CO.'S  
LINE.

THE Steamship

"KAISOW"  
3,921 Tons, Commander G. A. Rodway, is due  
here on 6th July, and will have quick despatch.  
Consular Invoices must accompany all over-  
land shipments.  
For Rates of Freight and further Particu-  
lars, apply to  
**JARDINE, MATHESON & CO.,**  
Agents.  
Hongkong, 27th June, 1901. [1609]

TO IMPORTERS FROM THE UNITED  
STATES.

THE CHINA MUTUAL STEAM NAVI-  
GATION COMPANY, LIMITED,  
having established a REGULAR SERVICE  
OF STEAMERS FROM SEATTLE (Puget  
Sound) to JAPAN, CHINA and the  
PHILIPPINES, in conjunction  
with the  
GREAT NORTHERN RAILWAY LINES  
of the United States, are prepared to con-  
tract for the conveyance of Goods from the  
Pacific Coast and interior  
points of U.S.A. to the Orient.

THE Steamship

"KINTUCK"  
Sails from Seattle about the 10th of July;  
"CHINGWO"  
Sails from Seattle about the 24th of July;  
"HYSON"  
Sails from Seattle about the 10th of August;  
"KAISOW"  
Sails from Seattle about the 24th of August;  
and will be followed by the Company's regular  
sailings.

For further particulars, apply at  
THE CHINA MUTUAL STEAM NAVI-  
GATION CO.'S OFFICES, New York;  
To the Agents of the Company at Japan,  
China, Hongkong, Philippines and Straits;  
FRANK WATERHOUSE & CO., General  
Western Agents, SEATTLE; or to  
GEO. SUTHERLAND, General Agent for  
the East, SHANGHAI.

**JARDINE, MATHESON & CO.,**  
Agents.

Hongkong, 29th June, 1901. [1624]

THE OSAKA SHOSHEN KAISHA,  
LIMITED.FOR FOCHOW VIA SWATOW AND  
AMOI.

THE Company's Steamship

"ANPING MARU."  
Captain S. Atsuki, will be despatched for the  
above ports on WEDNESDAY, the 17th July,  
at DAYLIGHT.

For Freight or Passage, apply to  
THE MITSUI BUSSAN KAISHA,  
Agents.

Hongkong, 3rd July, 1901. [10]

FOR CALCUTTA DIRECT VIA  
SINGAPORE.

THE H. A. L. Steamship

"C. FERD. LABISZ."  
Captain Fuchs, will be despatched for the above  
ports on FRIDAY, the 19th inst., at Noon.  
For Freight and further Particulars apply to  
**HAMBURG-AMERIKA LINIE,**  
Hongkong Office,  
Queen's Buildings, No. 1.  
Hongkong, 8th July, 1901. [122]

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS  
in CHINA and JAPAN for the above Line  
are prepared to issue THROUGH BILLS  
OF LADING for all the principal ports in  
SOUTH AFRICA, in conjunction with IN-  
CHINA STEAM NAVIGATION CO.'S fortnightly  
service hence to CALCUTTA. Sailings from  
CALCUTTA for CAPT. PORTS every fortnight.  
For Freight and further particulars,  
apply to  
**DODWELL & CO., LIMITED,**  
General Agents for China and Japan.  
Hongkong, 4th August, 1897.

REGULAR STEAMSHIP SERVICE TO  
NEW YORK

VIA PORTS AND SUEZ CANAL.

PROPOSED SAILINGS FROM HONGKONG.

"HUDSON" About 1st Aug.  
"HEATHBURN" About 15th Aug.  
"JUPITER" About 1st Sept.  
"SATSUMA" About 15th Sept.  
"RICHMOND CASTLE" About 1st Oct.

For Freight and further information, apply to  
DODWELL & CO., LD.,  
Agents.

Hongkong, 6th July, 1901. [878-1194-988]

## VESSELS ON THE BERTH.

## U. S. MAIL LINES.

PACIFIC MAIL S.S. CO. OCCIDENTAL &amp; ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES,  
MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPETHE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING  
STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

"CITY OF PEKING"	SATURDAY, 13th July, at Noon.
"GABLIC"	TUESDAY, 23rd July, at Noon.
"CHINA"	TUESDAY, 6th Aug., at Noon.
"DORIC"	THURSDAY, 15th Aug., at Noon.
"PERU"	SATURDAY, 31st Aug., at Noon.
"COPTIC"	TUESDAY, 10th Sept., at Noon.

THE P. M. S. S. Co.'s Steamship "CITY OF PEKING" will be despatched for SAN FRANCISCO via AMOI, SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU on SATURDAY, the 13th July, at Noon, taking Freight for Japan, the United States and Europe.  
Steamers of these lines pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail route from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER, and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER, and RIO GRANDE and other direct lines.

Particulars of the various routes can be had on application.  
Special Rates (first class only) to European Points, are granted to Missionaries, members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service officials located in Asia, and to European officials in the service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS. Special rates (first class only) are granted and will apply only to Missionaries, members of the Naval and Military Services, and to Consular and Diplomatic officials of Governments of China and Japan.

RETURN PASSAGE.—Passengers who do not hold round-trip tickets but who have paid full first-class fare from ports of call in the Orient to the United States, Canada or Europe, and re-embark at San Francisco or Honolulu for the return voyage at any time within twelve months, will be allowed a reduction of ten per cent. from fare, San Francisco or Honolulu, to original port of embarkation.

Passengers who do not hold round-trip tickets but who have paid full-class fare from the United States, Canada or Europe, to a port of call in Japan or China, and re-embark at such port of call for return voyage at any time within twelve months, will be allowed a reduction of ten per cent. from fare to San Francisco or Honolulu.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M., same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or Parcel (valued at \$100 gold or over) destined to points beyond San Francisco in the United States, should be sent to the Companies' Office, addressed to the Collector of Customs, San Francisco.

Merchant's Invoice will be sufficient for Cargo or Parcel (each shipment) when the value is less than \$100 U.S. gold.  
For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

Hongkong, 3rd June, 1901.

THE OSAKA SHOSHEN KAISHA,  
LIMITED.FOR TAMSUI VIA SWATOW AND  
AMOI.

THE Company's Steamship

"DAIGI MARU."  
Captain K. Sakajima, will be despatched for the  
above ports on SUNDAY, the 14th inst.  
For Freight or Passage, apply to  
THE MITSUI BUSSAN KAISHA,  
Agents.  
Hongkong, 8th July, 1901. [17]

INDO-CHINA STEAM NAVIGATION  
COMPANY, LIMITED.FOR SINGAPORE, PENANG AND  
CALCUTTA.

THE Company's Steamship

"SUISANG."  
Captain E. J. Tull, will be despatched for  
above on TUESDAY, the 16th July, at 3 P.M.  
For Freight or Passage, apply to  
JARDINE, MATHESON & CO.,  
General Managers.  
Hongkong, 9th July, 1901. [1743]

THE PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.STEAM FOR STRAITS, CRYLON, AUS-  
TRALIA, INDIA, ADEN, EGYPT,  
MEDITERRANEAN PORTS.PLYMOUTH AND LONDON.  
THROUGH BILLS OF LADING ISSUED FOR  
BATAVIA, CONTINENTAL AND AMERICAN  
PORTS.

THE Steamship  
"SUNDA."  
Captain E. R. Dowell, P.M.S., carrying His  
Majesty's Mails, will be despatched from this  
for Bombay, on SATURDAY, the 20th July,  
at Noon, taking passengers and cargo for the  
above ports.

Silk and Valuables, all cargo for France, and  
Tea for London (under arrangement) will be  
transhipped at Colombo into a steamer proceed-  
ing direct to Marseilles and London; other  
cargo for London, &c., will be conveyed via  
Bombay with transhipment.

Parcels will be received at this Office until 4  
P.M. the day before sailing. The contents and  
value of all packages are required.  
Shippers are particularly requested to note  
the terms and conditions of the Company's  
Bills of Lading.

For further particulars, apply to  
H. A. EPPCHIE,  
Superintendent.  
Hongkong, 8th July, 1901. [1]

FOR NEW YORK.

THE S.S. A.L.I. American ship

"I. F. CHAPMAN."  
shortly expected here from KOBE, will load  
for the above port, and will have quick despatch.  
For Freight, apply to  
ARNHOLD, KARBBERG & CO.,  
Hongkong, 2nd July, 1901. [1067]

COMPAGNIE DES MESSAGERIES  
MARITIMES.

PAQUEBOTS-POSTES FRANCAIS.

NOTICE.

STEAM FOR  
SAIGON, SINGAPORE, BATAVIA,  
COLOMBO, BOMBAY, ADEN, EGYPT,  
MARSEILLES, MEDITERRANEAN  
AND BLACK SEA PORTS.  
LONDON, HAVRE, BORDEAUX.

ALSO  
PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 15th July, 1901, at  
1 P.M., the Company's Steamship  
"SALAZIE" (Captain Girard, with Mails,  
Passengers, Specie and Cargo, will leave this  
port for MARSEILLES via BOMBAY.

This Steamer connects at COLOMBO with  
the s.s. *Australien*, which vessel takes on her  
Passengers and Mails, leaving that port on the  
27th instant direct to Suez, Port Said and  
Marseilles.

Cargo and Specie will be registered for  
London as well as for Marseilles, and accepted in  
transit through Marseilles for the principal  
places of Europe.

Shipping Orders will be granted till Noon.  
Cargo will be received on board until 4 P.M.,  
Specie and Parcels until 3 P.M. on the 14th  
inst. (Parcels are not to be sent on board;  
they must be left at the Agency's Office.) Con-  
tents and Value of Packages are required.

For further particulars, apply at the Com-  
pany's Office.  
P. DE CHAMPMORIN,  
Acting Agent.  
Hongkong, 4th July, 1901. [2]

EASTERN AND AUSTRALIAN STEAM-  
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.  
(Calling at TIMOR, PORT DARWIN and  
QUEENSLAND PORTS, and taking through  
Cargo to ADELAIDE, NEW ZEALAND,  
TASMANIA, &c.)

THE Steamship

"AUSTRALIAN."  
Captain Helms, will be despatched for the above  
ports on WEDNESDAY, the 24th July,  
at 4 P.M.

This well-known Steamer is specially fitted  
for Passengers, and has a Refrigerating Cham-  
ber, which ensures the supply of Fresh Provi-  
sions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with  
the Electric Light.  
A Stewardess and a duly qualified Surgeon  
are carried.

N.B.—Return Tickets issued by this Com-  
pany to and from Australia are available for  
return by the steamers of the China Navigation  
Company and vice versa.

For Freight or Passage, apply to  
GIBB, LIVINGSTON & CO.,  
Agents.  
Hongkong, 1st July, 1901. [1038]

## VESSELS ON THE BERTH

THE UNITED STATES AND CHINA  
JAPAN STEAMSHIP LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"INDRANI"  
Captain Hill, due on 11th instant, will be  
despatched as above on SATURDAY, the  
13th instant, at Noon.  
For Freight, apply to  
JARDINE, MATHESON & CO.,  
Agents.  
Hongkong, 9th July, 1901. [1727]

NAVIGAZIONE GENERALE ITALIANA  
(FLORIO AND RUBATTINO UNITED  
COMPANIES).STEAM FOR BOMBAY VIA SINGAPORE  
AND PENANG.

Having connection with Company's Mail Steam-  
ers to ADEN, SUEZ, PORT SAID, MESSINA,  
NAPLES, LONDON and GENOA, also VENICE  
and TRIESTE, all MEDITERRANEAN, ADRIAT-  
IC, LEVANTINE and SOUTH AMERICAN  
PORTS up to CALTA.

Taking Cargo at through rates to PERSIAN  
GULF and BAGDAD, also BARCELONA,  
VALENZA, ATLANTIC, ALMERIA and  
MALAGA.

THE Steamship

"BISAGNO."  
Captain P. Brisaca, will be despatched as  
above on SATURDAY, the 13th inst., at  
Noon.

At Bombay the steamer is discharging in  
Victoria Dock.  
For further particulars regarding Freight  
and Passage, apply to  
CARLOWITZ & CO.,  
Agents.  
Hongkong, 9th July, 1901. [17]

THE OSAKA SHOSHEN KAISHA,  
LIMITED.FOR ANPING (VIA SWATOW AND  
AMOI).

THE Company's Steamship

"MAIDZURU MARU."  
Captain K. Suzuki, will be despatched for  
the above ports on SATURDAY, the 13th  
July, at Noon.

For Freight or Passage, apply to  
THE MITSUI BUSSAN KAISHA,  
Agents.  
Hongkong, 9th July, 1901. [18]

THE CHINA & MANILA STEAMSHIP  
COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"DIAMANTE."  
Captain J. Rattenbury, will be despatched as  
above on SATURDAY, the 13th inst., at  
Noon.

The attention of Passengers is directed to  
the excellent accommodation provided by this  
steamer. She is fitted throughout with  
Electric Light.  
A Doctor is carried.

SHEWAN, TOMES & CO.,  
General Managers.  
Hongkong, 9th July, 1901. [1762]

AUSTRIAN LLOYD'S STEAM NAVI-  
GATION COMPANY.

STEAM FOR  
SINGAPORE, PENANG, COLOMBO,  
KARACHI, ADEN, SUEZ, PORT  
SAID, FLORENCE AND TRIESTE.

(Taking Cargo at through rates to the BRAZIL,  
to SOUTH AFRICA, PANAMA, GULF, RED  
SEA, BLACK SEA, LEVANT, VENICE  
ADRIATIC PORTS)

THE Company's Steamship

"MARIA VALERIE."  
Captain Berberovich, will be despatched as  
above on WEDNESDAY, the 17th inst., P.M.  
Sik and Valuables are transhipped on  
arrival at Bombay into an accelerated liner.  
For information as to Freight, apply to  
SANDELL, WIELER & CO.,  
Agents.  
Hongkong, 1st July, 1901. [6]

SHEWAN TOMES & CO.'S NEW YORK  
LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"AMARA."  
Captain Williamson, will be despatched for the  
above port on or about 15th August, and will  
be followed by the Steamship  
"ATAKA"  
on or about 15th September.

For Freight, apply to  
SHEWAN TOMES & CO.,  
Agents.  
Hongkong, 8th July, 1901. [1263]

HONGKONG.  
STEAMERS.

Amara, British str., 1,556, Matlock, July 10.  
Jardine, Matheson & Co.  
Apenarte, German str., 611, Lorenzen, July 10.  
Benelli, British str., 1,187, Clarke, July 8.  
Hughes & Hough.  
Bisagno, Italian str., 1,500, Bisson, July 5.  
Carlovitz & Co.  
Burnside, Amr. str., 1,490, Lefflin, April 14.  
U.S. Government.  
Chunshan, British str., 1,200, Jenkins, July 9.  
Bradley & Co.  
Decima, German str., 794, Schliakier, July 5.  
Chinese.  
Devonshire, British str., 2,364, Coull, June 17.  
Standard Oil Co.  
Diamante, Brit. str., 1,225, Rattenbury, July 8.  
Shewan, Tomes & Co.  
Dr. Hans Jorg Kier, Norw. str., 691, Larsen,  
July 8. E. A. Trading Co., Limited.  
Empress of Japan, British str., 3,063, July 9.  
C. P. R. Co.  
Emma Layken, Ger. str., 1,776, Schall, July 8.  
East Asiatic Trading Co., Limited.  
Flindia, German str., 1,257, Eichburry, July 7.  
Stensen & Co.  
Glenloch, British str., 2,274, Raftery, July 9.  
McGregor Bros. & Gow.  
Glenfalloch, British steamer, 1,434, Bainbridge,  
July 10, Chinese.  
Glenlogan, British str., 5,741, McGregor, July 7.  
McGregor Bros. & Gow.  
Glenroy, British str., 3,141, Sully, July 8.  
McGregor Bros. & Gow.  
Hainan, British steamer, 636, Davis, July 10.  
Douglas Lauprak & Co.  
Hanul, French steamer, 798, Merlees, July 9.  
A. R. Marty.  
Hindoustan, British str., 1,840, Williams, July  
8, Master.  
Hipsang, British str., 1,040, Crockett, July 4.  
Jardine, Matheson & Co.

Heish Ho, British str., 1,082, Crawford, June 30,  
Siemens & Co.Hue, French steamer, 704, Gollman, July 9,  
A. R. MartyIdzumi Maru, Jap. str., 2,301, Carnow, July 7,  
Nippon Yusen KaishaIndrapura, British str., 3,151, Hollingsworth,  
July 8, Shaw, Tomes & Co.Kaisow, British str., 2,529, Rodway, July 5,  
Jardine, Matheson & Co.Kansu, British steamer, 1,249, Arnold, June 25,  
Butterfield & SwireKiautschou, German str., 6,721, Lunasencas,  
July 9, Molchers & Co.Kwongsang, British str., 989, Arthur, July 9,  
Jardine, Matheson & Co.Kyoto Maru, Jap. str., 1,039, Sakurai, July 8,  
M. B. KaishaLombard, British str., 1,658, Raiser, July 8,  
Doddwell & Co., Ltd.Loongsang, British str., 1,080, Weigall, July 5,  
Jardine, Matheson & Co.Lyceonoon, German steamer, 1,238, Lehmann,  
July 4, Siemens & Co.Macedonia, British str., 1,045, Sawyer, July 5,  
Jardine, Matheson & Co.Mario Jensen, Ger. str., 1,700, Hammet, July  
7, Jensen & Co.Mausang, British str., 1,643, Welsh, June 21,  
Jardine, Matheson & Co.Mongkut, German str., 859, Gotsche, July 6,  
Butterfield & SwireMunich, German str., 4,691, Krebs, May 28,  
Molchers & Co.Naushan, British str., 1,299, Jones, June 27,  
Bradley & Co.Oak Branch, British str., 2,064, Schell, June 12,  
Doddwell & Co., Limited.Olympia, Amr. str., 1,730, Truebridge, July 6,  
Doddwell & Co., Limited.Patroclus, British str., 3,547, Dickens, July 10,  
Butterfield & SwireQuarta, German str., 1,146, Johannsen, July 9,  
Molchers & Co.Rajabari, German str., 1,189, Ahlborn, July 9,  
Butterfield & SwireSt. Irene, British str., 2,474, Clements, July 8,  
OrderSan Antonio, Amr. str., 500, Hamilton, July 1,  
OrderShantung, British steamer, 1,835, Quinn, July 1,  
Butterfield & SwireSimongau, Dutch str., 1,818, Sandman, April 18,  
ChineseSishan, British str., 852, H. Holton, July 9,  
Bradley & Co.Suisang, British str., 1,776, Tadd, July 9,  
Jardine, Matheson & Co.Sullberg, German str., 782, Jensen, July 1,  
Siemens & Co.Sunkeiang, British str., 1,021, Moore, July 6,  
Butterfield & SwireTaiwan, British str., 1,109, Harder, July 10,  
Butterfield & SwireThales, British steamer, 836, Robson, July 9,  
Douglas Lauprak & Co.



JOINT STOCK SHARES.

Honolulu, 9th July.

No. of	Issue	PAID	LAST DIVIDEND
--------	-------	------	---------------

STOCKS.	No. of SHARES.	Issue Value.	Paid up.	LAST DIVIDEND	CLOSING QUOTATIONS
BANKS.					
Hongkong and Shanghai Banking Corporation ...	80,000	\$125	\$125	30/- div. 10/- bonus = \$19.50 for half year ended 3/12/00	£100 p. c. pr. = \$625, London £32.
Bank of China & Japan, Ltd.	199,875	25	25	None	41.00
Do. Deferred	1,250	41	41	None	45.50
National Bank of China, Ltd.	10,970 A 20,935 B	410	410	3/11 for 1890. 3/11 at 2 1/2 = \$1.50 for '90	\$27, buyers \$27, buyers
Do. Preference Shares	750 fdrs.	41	41	None	\$15, sellers
MARINE INSURANCE.					
Union Ins. Society, Ltd.	10,000	\$250	\$50	13 p. ct. = \$20 for 1899	\$34.00
China Traders Ins. Co., Ltd.	25,000	\$33.34	\$25	10 p. ct. for 1899 at 130 p. ct.	\$53, sellers
North China Ins. Co., Ltd.	5,000	\$100	\$25 1/2	p. ct. = 2 1/2, on ac- count of 1900	7 1/2, 160, buyers.
Yantai Ins. Assn., Ltd.	8,000	\$100	\$60	\$12 = 25 p. ct. for 1899	\$125, sales
Cent. Ins. Office, Ltd.	10,000	\$250	\$50	\$12 for 1899	\$180, sellers
Straits Insurance Co., Ltd.	30,000	\$100	\$20	5 per cent. for 1895	nominal
FIRE INSURANCE.					
Hongkong Fire Ins. Co., Ltd.	8,000	\$250	\$50	\$24 for 1899	\$370, sellers
China Fire Ins. Co., Ltd.	20,000	\$100	\$20	\$5 for 1899	\$85, buyers
SHIPBROKERS.					
Hongkong, Canton and Macao S. S. Co., Ltd.	50,000	112	112	\$1.25 for half year ended 1 3/12 1900 500 c. Bonus	\$35, sellers
Indo-China S. S. Co., Ltd.	60,000	410	410	1 p. ct. on account of 1900	\$152, sellers
China & Malacca S. S. Co., Ltd.	6,000	\$50	\$50	55 per cent. share = 10 p. ct.	\$43, sales
Do. Preference Shares	10,000	\$50	\$40	25 per cent. share = 10 p. ct.	\$25, buy is
Douglas Steamship Co., Ltd.	20,000	\$50	\$50	12 per cent. for year ending 30/09/00	\$56, sellers
China Mutual S. S. Co., Limited, Preference	20,000	410	410	Final div. of 10 p. ct. on account of 1900	412
Do. Ordinary	20,000	410	410	Final div. of 10 p. ct. on account of 1900	412
Do. Do.	20,000	410	410	Final div. of 10 p. ct. on account of 1900	412
Star Ferry Co., Limited	10,000	\$10	\$10	12 p. ct. for year ended 30/4/00	\$23, buyers
Shell Transport & Trading Co., Limited	2,000,000	41	41	Int. div. of 6 1/2 per cent on account of 1901	\$4, buyers 22.12 1/2, buyers, ex div.
REFINERIES.					
China Sugar Refining Com- pany, Limited	20,000	\$100	\$100	Final of \$91, making in all \$12 per share for 1899	\$145
Luzon Sugar Refng. Co., Ltd.	7,000	\$100	\$100	\$5 for 1897	\$36
MINES.					
Panjoon Mining Co., Ltd.	60,000	\$10	\$4	None	\$54
Do. Preference	30,000	\$1	\$1	None	\$1.25
Société Fin. des Char- bonnages du Tonkin	16,000	Fr. 250	Fr. 250	None	\$125
Queens Mines, Limited	400,000	25 cts.	25 cts.	None	6 cts. sellers
Jelobon Mining and Trac- ing Company, Ltd.	45,000	\$5	\$5	5 p. ct. half year end 31/7/99 (coupon 9)	\$14, sellers
Shanxi Australian Gold Mining Co., Limited	200,000	41	18 1/2	1 p. share = 13 cts. 12th div.	\$12, sales
Oliver's Freehold Mines, Limited	A 15,000 B 45,000	\$5	\$5	None	\$1, sellers \$1, sellers
DOCKS, WHARVES, &c.					
Hongkong and Whampoa Dock Co., Limited	50,000	\$50	\$50	10 p. c. & 14 p. c. bonus year 31/12/00 old cap.	\$10, sales
Hongkong and Kowloon Wharf and G. Co., Ltd.	30,000	\$50	\$50	Final of 5 p. ct. on account of 1899	\$102 1/2, sales
Wanchai Warehouse and Storage Co., Ltd.	2,000	\$100	\$97 1/2	Int. of \$1 1/2 for 1900 = 23 p. ct. for 1899	nominal
New Amoy Dock & Ld.	9,000	\$61	\$61	35 per cent. for 1899	\$22 1/2, buyers
LANDS, HOUSES & BUILDINGS.					
Chinese Land Invest- ment & Agency Co., Ltd.	50,000	\$100	\$100	Final \$6 on account 1900	\$201, buyers
Kowloon Land & B. Co.	6,000	\$50	\$30	\$1.30 for 1900	\$30
West Point Building Com- pany, Limited	12,500	\$50	\$50	Final \$1.75 on acct. 1900	\$54, sellers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	10 p. ct. for half year ended 30/2/1900	\$19 1/2, buyers
Oriental Hotel, Manila	7,000	\$50	\$50	8 p. ct. for year 31/12/00	\$70
Hamphreys Est. & Fin. Co.	100,000	\$10	\$10	\$1 per share for 1900	\$13 3/4, sales
COTTON MILLS.					
Ewo Cotton Spinning and Weaving Co., Ltd.	17,000	Fr. 100	Fr. 100	3 1/2 p. ct. for period ending 31/10/97	Fr. 50
International Cot. Mfg. Co., Ltd.	10,000	Fr. 100	Fr. 100	2 p. ct. on account '98 31/7/99 (coupon 9)	Fr. 42.50
Loan Tung-mun Cotton Spinning & Weaving Co., Ltd.	5,000	Fr. 100	Fr. 100	2 p. ct. on account '98 on 60,000 shares	Fr. 50
Soy Chee Cotton Spinning Company, Ltd.	2,000	Fr. 500	Fr. 500	4 p. ct. for period ending 31/12/97	Fr. 37.5
Yanheong Cot. Spin. Co., Ltd.	7,000	Fr. 100	Fr. 100	None	Fr. 27.50
Longkong Cotton Spin- ning & Dyeing Co., Ltd.	12,000	\$100	\$100	None	\$10, buyers
MISCELLANEOUS.					
Marine Investment Co., Ltd.	20,000	\$50	\$50	5 p. c. for 1900	\$58 1/2, sellers
Green Island Cement Co., Ltd.	100,000	\$10	\$10	25 per cent. for 1900	\$194, buyers
China Borax Co., Ltd.	7,500	\$20	\$15	Final of 70 cents = 12 p. c. for 1900	\$38, sellers
A. S. Watson & Co., Ltd.	60,000	\$10	\$10	70 cents per share = 7 cents per share	\$18, sales
Hongkong Electric Co., Ltd.	30,000	\$10	\$10	70 cents per share = 7 cents per share	\$12, ex div. \$91, ex div.
Hongkong and China Gas Company, Limited	7,000	210	410	9 p. ct. for 1899	\$30, buyers
Hongkong Soap Mfg. Co., Ltd.	10,000	\$50	\$25	\$23 per cent. 1899	\$175, sellers
Geo. Fenwick & Co., Ltd.	6,000	\$25	\$25	15 per cent. for 1900	\$35, sellers
Hongkong Ice Co., Ltd.	5,000	\$45	\$25	Int. \$10 p. a. on acct 1900	\$180, sales
Hongkong Higwa Level Tramways Co., Ltd.	1,250	\$100	\$100	\$14 for year on acct. 3/31/1900	\$25, buyers
Hk Steam Water-boat Co., Ltd.	7,500	\$10	\$7	180 cents for year	\$3, buyers
Dairy Farm Co., Ltd.	100,000	\$71	\$5	\$1 per share	\$71, buyers
China Battery Co., Ltd.	600	\$30	\$30	15 per cent. for 1899	\$30
Barclay, Morgan & Co., Ltd.	1,200	\$10	\$10	20 per cent. for 1899	\$24, buyers
Bell's Asbestos & Agcy., Ltd.	10,000	41	41	None	\$11.00
United Asbestos Oriental Agency, Limited	100 fdrs.	410	410	75 cts. p. share for year ended 31/5/1900	\$114, sellers
Pebruu Planting Co., Ltd.	20,000	\$5	\$5	None	\$23
China Provident Loan & Mortgage Co., Ltd.	50,000	\$20	\$10	12 per cent. for 1900	\$9, sellers
Universal Trading Co., Ltd.	10,000	\$10	\$10	12 per cent. for 1900	\$9, buyers
China Light & P. Co., Ltd.	50,000	\$20	\$20	Int. div. 30 cts. p. share First Year.	\$104, buyers
Robinson Pinnco Co., Ltd.	3,200	\$50	\$30	11 per cent. for 1900	\$30, nominal
CIGAR COMPANIES.					
Philippine Tobacco Trust Co., Ltd.	20,000	\$50	\$30	25 p. c. for year ended 3/6/00	\$30, sellers
Alhambra, Ltd.	200	\$501	\$500	25 p. c. for year ended 3/6/00	\$1,000, sellers
VENON & SMYTH, BROKERS.					

## VISITORS AT HOTELS

Mr. D. A. Andrew  
Mrs. Angus  
Mr. H. Arnold  
Mr. J. D. Aull  
Mr. W. S. Bailey  
Mr. & Mrs. O. M. D. Ball  
Mr. David Benjamin  
Mr. P. A. Beringer  
Mr. J. Bhak  
Dr. F. H. Bowers  
Mr. J. Brown  
Major W. E. Browne,  
R.E.  
Mr. & Mrs. Bruce  
Mr. B. Burt  
Mr. W. H. Cannon  
Mr. L. Clarke  
Dr. F. Clark  
Mr. W. G. Clarke  
Mr. G. E. Cole  
Mr. F. S. Colson  
Mr. J. A. Cunningham  
Mr. & Mrs. Davis & Child  
Mr. J. H. Deussen  
Mr. P. C. Denroche  
Mr. D. M. Devilbiss  
Mr. G. M. Discombe  
Major D. schill, R.A.  
Mr. H. A. C. Douglas  
Capt. F. S. Dyson  
Mr. C. H. Field  
Mr. & Mrs. Fernald  
Mr. & Mrs. Foynte  
Mr. Kennedy Gibson  
Mr. C. Glover  
Mr. John Grant  
Mr. A. E. Griffin  
Mr. C. H. Ham  
Mr. Harold H. Hays  
Mr. Thos. Howard  
M. W. Kerfoot (Judge)  
Mr. A. N. Huke  
Capt. Luno  
Mr. E. N. Irvin  
Mrs. R. H. Jackson  
Mr. & Mrs. E. Johansen  
Mr. & Mrs. J. S. Jones  
Mr. Chai Kang  
Mr. E. A. Katsch  
Mr. E. Kafer & Son  
Mr. A. Kiens  
Mr. & Mrs. F. Kies  
Major H. S. King, R.E.  
Mr. J. Kirkwood  
Mr. J. K. Kitchin  
Mr. J. B. Korch  
Mr. & Mrs. W. M. Long  
Mrs. E. M. Lovely  
Mr. C. Luc  
Capt. D. Macdonald  
Dr. D. Macdonald  
Mr. Marlow  
Mr. J. M. Williams  
Mr. J. McMeurer  
Mr. Michael  
Mr. J. Muller  
Mr. A. Niblick  
Mr. A. Otto  
Mr. W. E. Parfitt  
Mr. Pascual  
Mr. Geo. W. Pigman  
Mr. C. Piry  
Mr. A. J. Pitcher  
Dr. L. Poiras  
Dr. R. E. Reel  
Mr. & Mrs. Reich  
Mr. Reid  
Mr. W. E. Robertson  
Mr. W. V. Robinson  
Mr. C. Schow  
Mr. P. W. Sergeant  
Mr. R. G. Smithers  
Mr. O. R. Stevens  
Mr. & Mrs. C. Stevens  
Mr. H. S. Swacing  
Mr. A. Taube  
Mr. D. G. Taylor  
Mr. Harry Tibbons  
Mr. H. M. Tibbey  
Mr. Valentin  
Mr. E. H. Wakeman  
Mr. & Mrs. J. A. Wallace  
Mr. & Mrs. Frank W.  
Watts  
Mr. W. F. Wenyon  
Mr. W. J. G. Whitley  
Mrs. W. Whitley  
Mrs. M. M. Whitten  
Lieut. & Mrs. Bagnall  
Mrs. G. J. Williams  
Mr. & Mrs. A. A. Wil-  
liamson and child  
Mrs. J. Williamson and  
child  
Mr. T. E. Woodward  
Mr. J. J. Woolten

PEAK HOTEL.	
Mr. James Pontie	Mr. E. Martin
Mr. S. S. Benjamin	Mr. & Mrs. Miller
Mr. J. W. C. Bondar	Mr. M. Oustined
Mr. H. S. E. Brynne	Col. Perrott
Col. L. F. Brown, R.E.	Miss Pat. rson
Mr. G. Brusse	Mr. Jean Pitt, R.N.

CLOSING QUOTATIONS.

The steamer *Richmond Castle*, from New York for Straits, Hongkong, China and Japan, sailed from New York on the 2nd inst.

The C. P. R. steamer *Tartar* left Vancouver on the afternoon of the 6th inst. for Hongkong, via Japan and Shanghai.

OUTWARD.—11th June.—Elizabeth, Fritz Ferdinand, Erica. 14th June.—Ernest Simons.

East Point Building Com.	9,000	\$60	\$70	\$100 per 100'		
First Pacific Building Com.	12,000	\$80	\$30	\$100 \$1.75 on acct. 100.		\$54, sellers
Hongkong Hotel Company, Limited	12,000	\$80	\$70	10 p. ct. for half year ended 30-9-1903		\$194, b'ysrs
Hongkong Hotel Company, Limited	7,000	\$50	\$30	1 p. ct. for year 31-12-00		\$70.
Americana Hotel, Manila	100,000	\$10	\$10	\$1 per sh ub for 1900		\$1350, sales
Cotton Mills.						
Two Cotton Spinning and Weaving Co., Ltd.	17,500	Pis100	Pis100	3 p. ct. for period ending 31-10-97		Tls. 50
International Cotton Spin. & Weav. Co. (Ld.)	10,000	Pis100	Pis100	3 p. ct. on account '93		Tls. 42.50
Nippon Kung-mun Cotton Spin. & Weav. Co. (Ld.)	8,000	Pis100	Pis100	4 p. ct. on account '93 on 6,000 shares		Tls. 50
Joy Chee Cotton Spinning Company, Ltd.	2,000	Pis500	Pis500	4 p. ct. for period ending 31-12-97		Tls. 37.5
Sinhong Cot. Spin. Co., Ld.	7,500	Pis100	Pis100	None		Tls. 27.50
Hongkong Cotton Spinn.	12,000	\$100	\$100	None		\$20, buyers

MISCELLANEOUS.

Brown Investment Co., Ltd.	2,000	\$50	\$50		\$61, sellers
Sun Island Cement Co., Ltd.	100,000	\$10	\$10	p.p.c. for 1907	\$191, buyers
Hina Borneo Co., Ltd.	7,500	\$20	\$15	25 per cent. for 1910	\$88, sellers
C. S. Watson & Co., Ltd.	60,000	\$10	\$10	{ Final of 70 cents = { 12 p.c. for 1900... }	{ \$18, sellers { \$12, ex div. { \$9, ex div.
Tongkong Electric Co., Ltd.	30,000	\$10	\$10	70 cents per share...	
Tongkong and China Gas Company, Limited	7,000	\$10	\$5	7 cents per share...	
Tongkong Shipping Co., Ltd.	10,000	\$20	\$10	9 p. c. for 1907	\$140, buyers
Tongkong Steamship Co., Ltd.	6,000	\$25	\$25	\$20 per cent. 1907	\$176, sellers
Tongkong Tea Co., Ltd.	6,000	\$25	\$20	15 per cent. for 1900	\$55, sellers
Tongkong Ice Co., Ltd.	6,000	\$25	\$20	Int. \$10 p.s. on act. lib.	\$183, sold.
Tongkong High Level Tramways Co., Ltd.	1,250	\$100	\$100	{ \$14 for Year on bal. b. { 3-01-1900	{ \$25, buyers
The Steam Water-boat Co., Ltd.	7,500	\$10	\$7	First year	\$3, buyers
Dairy Farm Co., Ltd.	1,000	\$75	\$50	\$1 p.s. shares	\$73, buyers
Kai & China Bakery Co., Ltd.	1,000	\$50	\$30	50 percent. for 1907	\$24, buyers
Campbell Moore & Co., Ltd.	10,000	\$10	\$10	20 per cent. for 1900	\$24, buyers
Messrs Asbestos E. Agency	10,000	\$1	\$1		\$1.00
Yokohama Specie Bank	3,000 adv.	\$10	\$4	( 75% n. s. share for var	\$114, sellers

Agency, Limited .....	100 fndrs.	\$19	\$19	(\$29 (ended 31-5-1991)	\$29.
Edmund Plastic Co. Ltd.	200000	\$5	\$5	None	\$8, seller

China Provision Loan & }	50,000	\$20	\$10	80 cents for year	39.85, buyers
Wangtze Co., Ltd. ....	50,000	\$20	\$10	onling; 31-12-01	
Wangtze, Limited .....	10,000	\$10	\$10	12 per cent. for 1900	397, buyers
Universal Trading Co.	50,000	\$20	\$20	int. div. 30 cts. p. share	391, buyers
Chung Light & F. Co., Ltd.	5,000	\$20	\$20	First year.	320, nominal
Robinson Pines Co., Ltd.	37,000	\$50	\$30	11 per cent. for 1900	350, nominal
CIGAR COMPANIES.					
Philippine Tobacco Trust	300,000	\$250	\$200		330, sellers

Co., Ltd. ....	20,000	\$500	\$500	25 p. c. for year ended	\$1,500
----------------	--------	-------	-------	-------------------------	---------

Cash		\$689.75	\$689.75							
Co., Ltd.		20,000	500	500						
Alhajira, L.L.		20	\$500	\$500						
					25 p.c. for year ended:					
					3-31-00					
										\$1,500, salaries

VEINON & SMYTH, BROKERS.

---

The logo features the name "WAPLER JOHNSTONE'S" in a large, bold, serif font, arched over the word "SQUARE" which is also in a similar font. The entire logo is enclosed within a decorative circular border.


### ON SALE.

"MOUNTINGS OF THE NA  
GUNS and their Subsequent  
with the  
LADYSMITH RELIEF COLUMN.  
Being a Lecture by

CAPTAIN PERCY SCOTT,  
R.N. C.B.

**SQUARE BOTTLE WHISKY.**

**JOHNSTONES' SQUARE BOTTLE**



**CAPTAIN PERRY SCOTT.**  
R.N. C.B.,  
and  
**CAPTAIN A. H. LIMPUS, R.N.**  
(of H. M. S. *Terrible*).

The book is printed on art paper, and  
trated with coloured maps and sketches.

Prices .. ... \$1 and \$1.5

---


**FOR SALE.**

**M**AP OF THE SIKIANG or W  
RIVER

From HONGKONG to WUCHOWFU,  
Showing the Ports and Calling Place,  
Opened to Foreign Trade, 1897.  
Published at *Daily Press Office*.  
Price 25 Cents, Cash.

Hongkong, 1st April, 1899

WHISKY



**SHIPPERS**

WHISKY

GUTHRIE, PALMER & CO., LONDON.

AGENTS

LANE, CRAWFORD & CO.

HONGKONG.

**SHIP CHANDLERS, SAIL MAKERS,  
GENERAL STOREKEEPERS,  
No. 11, LEE YUEN STREET, EAST.  
Hongkong, 25th July, 1900. [207]**

ON SALE

# CHRONICLE AND DIRECTORY

CHINA, LAOS, COREA, INDOCHINA, SIAM, STRAITS

SETTLEMENTS, MALAY STATES, NETHERLANDS INDIA.

FOR

1901.

The DIRECTORY covers the whole of the ports and cities of the Far East, from Nether-

Port, or Settlement is prefaced by a DESCRIPTION, carefully revised each year, most of which will serve as accurate GUIDES FOR THE TOURIST, giving every detail in connection with

with facts concisely set out, and containing statistics of the TRADE of each Country and Port, would alone suffice to fill a large volume.

PEERLESS SCOT'S WHISKIES.

3 Star, SPECIAL--The finest of all "Peg" WHISKIES at	...	...	...	...	\$13.00
2 Star, LEONARD--Exquisite best in the World for Club or Private use at	...	...	...	...	\$19.00

Once tried, preferred to all others. Sole Agents for Hongkong.  
**E. BLACKHEAD & Co.**

Printed and Published by ALFRED CUNNINGHAM for the Concerned, at 14, Des Voeux Road, Hong Kong. London Office, 131, Fleet Street, E.C.

the 1990s, the number of people in the world who are under 15 years of age is expected to increase from 1.1 billion to 1.5 billion. The number of people aged 65 and over is expected to increase from 250 million to 450 million. The number of people aged 15 and over is expected to increase from 3.5 billion to 4.5 billion. The number of people aged 15 and over is expected to increase from 3.5 billion to 4.5 billion. The number of people aged 15 and over is expected to increase from 3.5 billion to 4.5 billion.

1. *Phragmites* spp. (Poaceae) (100%)